

THE LIFE-BOAT,

OR

JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

(ISSUED QUARTERLY.)

VOL. VIII.—No. 90.] NOVEMBER 1st, 1873. [With Wreck Chart and Illustrations. PRICE 4d.

LIFE-BOATS AND LIFE-BUOYS.

UNDER the above heading the Board of Trade have issued a Circular, No. 646, July, 1873, which is to come into action on the 1st January, 1874. It is supplementary to the 292nd Section of the Merchant Shipping Act, 1854, which up to the present time has constituted the law on the subject.

As we have often had to lament the incompleteness and insufficiency of the above Section of the Act of 1854, and more especially in that it contained no definition of the character of the Life-boats required to be carried on board merchant vessels, we cannot but rejoice at the step in advance, which, if it does not do all that we could wish, will, at all events, insure the comparative efficiency of Life-boats, life-buoys, and life-belts; and it will be open to future modification should experience show the necessity of it. Indeed we know that the Board of Trade are anxious to do all that is practicable to provide for the safety of life at sea, but they are met by various obstructions and difficulties which time only can overcome. We will place the Circular, "in extenso," before our readers, and will then add such comments on it as may seem to us appropriate.

The annexed is a copy of the Board of Trade Circular on the subject:—

LIFE-BOATS AND LIFE-BUOYS.—The 292nd Section of the Merchant Shipping Act, 1854, is as follows:—

The following rules shall be observed with respect to Boats and Life-buoys (that is to say):

"(1.) No decked ship (except ships used solely as steam tugs, and ships engaged in the whale fishery) shall proceed to sea from any place in the United Kingdom, unless she is provided, according to her tonnage, with boats duly supplied with all requisites for use, and not being fewer in number, nor less in their cubic contents, than the boats the number and cubic contents of which are specified in the Table marked S. in the Schedule hereto, for the class to which such ship belongs.

"(2.) No ship carrying more than ten passengers shall proceed to sea from any place in the United Kingdom unless, in addition to the boats hereinbefore required, she is also provided with a Life-boat furnished with all requisites for use, or unless one of her boats hereinbefore required is rendered buoyant after the manner of a Life-boat.

"(3.) No such ship as last aforesaid shall proceed to sea unless she is also provided with two Life-buoys; and such Boats and Life-buoys shall be kept so as to be at all times fit and ready for use; Provided that the enactments with respect to Boats and Life-buoys herein contained shall not apply in any case in which a certificate has been duly obtained under the 10th Section of the 'Passengers Act, 1852.'"

Questions have arisen under the above-quoted section, as follows, viz.:—

1. How should the contents of a boat be ascertained?
2. What should the Surveyors pass as a Life-boat?
3. What should be deemed to be "all requisites for use" in boats?
4. What should be deemed to be a Life-buoy?
5. Should such of the contents of a boat as are taken up by a steam engine and boilers be deemed to be cubic contents of the boat?
6. In the case of a boat fitted with steam engines, should the boilers be provided with safety-valves, out of the control of the engineer when the steam is up?

For the guidance of Surveyors in giving declarations under the Merchant Shipping Acts, and of officers passing ships under the Passengers Acts,

the following instructions on the above points are issued :—

1. In ascertaining the cubic contents of boats the Surveyor should bear in mind that hitherto the cubic contents of a boat have been assumed to be the contents of the extreme dimensions of the boat, and have been ascertained by multiplying the length, breadth, outside, and depth inside, into each other. Thus a boat 28 ft. long, by 8 ft. 6 in. wide, and 3 ft. 6 in. deep, has been accepted as having a cubic capacity of 833 cubic feet; this is, of course, not accurate. To ascertain the contents of a boat accurately, Stirling's rule should be applied; but, as that would entail much labour, the Board of Trade have adopted the use of the factor .6. In future, therefore, the Surveyor is to take the length, breadth, and depth, as before, to multiply them into each other, and then to multiply the product by .6. Thus the boat $28 \times 8.5 \times 3.5 = 833$ cubic feet, $833 \text{ cubic feet} \times .6 = 499.8$, this boat will therefore be assumed to be 500 cubic feet, instead of 800 cubic feet as heretofore. The dimensions of the boats will, of course, remain the same as before, but their cubic contents with the same dimensions will be described as less. The totals of contents given in page 5 of Circular 591, will have to be multiplied by the factor .6.

2. As regards Life-boats, square-sterned boats are not to be considered as Life-boats.—No boat should be passed as a Life-boat wherever carried, unless at least one-third of its cubic capacity is occupied by strong and serviceable air-tight compartments, so constructed, fitted, and arranged that water cannot find its way into them. Zinc is not to be used.

These air-tight compartments must be so distributed as to give the boat good buoyancy and stability; whether a part of the air-cases should be under thwarts, or whether they should be all in the end and sides, must be left to the option of the owner.

Spaces filled with or containing any material are not to be deemed to be air spaces. No boat fitted with a steam engine is to be passed as a Life-boat.

No Life-boat other than a metal Life-boat should be passed if carried sufficiently near the funnel to be injuriously affected by the heat.

3. As regards requisites for use.—The Surveyors should see that in all boats the full complement of oars, and two spare oars at least, are provided; in large boats more than two spare oars ought to be provided; that each boat has two plugs, and one set and a half of thole pins or crutches attached to the boat by lanyards, a baler, a rudder and tiller, or yoke and yoke lines, a painter of sufficient length, and a boat-hook, the rudder and baler to be attached to the boat with sufficiently long lanyards.

In the case of Life-boats, a mast or masts, with at least one good sail for each mast, and a life-jacket or life-belt for each oarsman, and one for the coxswain, must also be provided. No life-jacket or belt should be passed that is not capable of floating on the water for 24 hours with 23 pounds of iron suspended from it.

4. As regards Life-buoys.—No Life-buoys stuffed with rushes, or with cork shavings, or other shavings, or granulated cork, or any loose material, should be passed. All cork Life-buoys should be built of solid cork, and fitted with life-lines and loops, and none should be passed that will not float for 24 hours in water, with 32 pounds of iron suspended from it.

If Life-buoys are not made of solid cork, then any other strong Life-buoy of an approved pattern may be passed, capable of floating in the water for 24 hours, with 40 pounds of iron suspended from it. No contrivance is to be passed as a Life-buoy that requires inflation before use.

5. As regards steam launches, or boats fitted with steam power, the contents taken up in the boat by the engine and boiler are not to be deemed to be part of clear contents of the boat.

6. As regards the safety valves fitted to the boilers of steam launches and of other boats carried by passenger steamers: the Surveyors should see that the boilers are provided with safety-valves out of control when steam is up, and subject to precisely the same rules as the safety-valves on the main boilers. The lifting or easing gear should actually lift the valve, and not merely the weight; the boilers should also have a steam gauge, a glass water gauge, and test cocks.

This Circular should be strictly complied with in all cases after 1st January, 1874.—Circular No. 646, July, 1873.

After reciting the 292nd Section of the Shipping Act, the Circular states that six queries had arisen as to the interpretation; and it proceeds, in the form of further instructions, to define the same, for the future guidance of the Surveyors, and other officers, whose duty it is to see that the requirements of the Act are complied with.

We confess it has been matter of astonishment to us that during the many years the Merchant Shipping Act has been in force the character of the Life-boats, life-buoys, and life-belts required by the Act to be carried on board passenger-ships, has been left undefined, except, in the case of boats, as regards their dimensions; the necessary consequence of which has been general inefficiency. However, better late than never; and whether or not the Board of Trade have been emboldened to take this long called for step through Mr. PLIMSOLL having paved the way for it over the rough ground of interested opposition,

the British seaman is equally indebted to the Board of Trade for this additional security to his life in the event of his meeting with disaster at sea, or being wrecked on our own or foreign shores.

Of the six heads under which the new instructions have been issued, there are three which are more especially allied to the work of the NATIONAL LIFE-BOAT INSTITUTION, viz., the 2nd, 3rd, and 4th. We propose to offer some remarks on each.

The 2nd involves the all-important question, What is to be the character of the future Life-boats of the British mercantile marine? Are they to be real Life-boats, or sham ones? Are they to be not only insubmersible, if filled by a heavy, broken sea, with a full crew and passengers on board, but are they then to float light enough to be manageable, and to have good lateral stability, so as not to be easily upset?

The instructions on this head are, that they are not to be square-sterned, and that one-third of their cubic capacity is to be occupied by air-tight compartments; those compartments being so distributed as to give good buoyancy and stability, but leaving it optional to the shipowner to place them all at the sides and ends of the boat, or, in part, under the thwarts.

The first part of this rule we entirely agree with, that Life-boats should not be square-sterned. The last part we could wish to see altered, as we trust it some day will be. In the first place, looking to the complex and varied form of boats, it would be no easy matter to ascertain, off-hand, whether or not the air-compartments occupied one-third of their cubic capacity, and in practice on the part of Surveyors it would be mere guess-work.

Again, the rule that they must be so distributed as to give good buoyancy and stability is of too vague a character, and is made still more so by its being left to the shipowner to place them either altogether at the sides or in part under the thwarts.

Wherever placed within a boat, they would give buoyancy equivalent to the

difference between their own weight and that of a corresponding bulk of water, but their relative position in the boat would make all the difference in the world as regards their lateral and longitudinal stability. Thus, if the whole of the air-compartments were placed in the central part of a boat, leaving the sides and ends unoccupied, any water within her would fall over from side to side with every lateral or rolling motion, and would rush to either end on the opposite end being thrown up by the sea, thus forming a shifting cargo of the most dangerous character, and such a boat would be quite as readily upset as if she were an ordinary open boat with no air-compartments whatever.

In lieu of the above rule we suggest that the following might be adopted:—

1. That all Life-boats should be rowed double-banked, that is to say, with two men on each thwart, rowing with short oars, instead of with one man on each thwart, rowing a long oar, so as to leave the widest possible space available along the sides of the boat to be occupied by air-compartments, or side buoyancy, to the thwart level.

2. That, as being easily defined and ascertained in a moment by actual measurement, the side air-compartments should each be equal, in the central or widest part of the boat, to one-fourth of her width, their inner sides being parallel to the line of the keel, so as to give an equal width of space to the rowers "fore and aft." The upper surfaces of these air-compartments, being at the level of the thwarts, would form convenient seats for passengers completely round the boat.

3. That the bow and stern of the boat should be completely occupied by water-tight air-compartments to the thwart level, each of one-eighth of the length of the boat.

There is no other position in which the air-compartments of a Life-boat can be placed than round the sides and at the ends, where they will perform the double function of affording extra buoyancy and stability, whilst the larger they are the

more will they reduce the water-space within the boat, and the more will it be confined in her centre, where it acts as ballast and ceases to be dangerous. If a shipowner should wish to still further increase the extra buoyancy of a Life-boat, and should be ready to incur the additional expense of placing air-compartments across the boat, under the thwarts, let him do so, but not as a substitute for side air-compartments, the full size of which should be insisted on.

The instruction under the third heading defines what shall be considered "requisites for use," in Life-boats and other ships' boats. These appear to be well selected and all that is indispensable. A compass is not named, but it may be presumed that every sea-going ship would have a compass and binnacle aboard sufficiently portable to be carried in a boat. There are two of the articles named on which we will remark, viz.: the plugs and the life-belts or jackets.

The Instructions state that each boat shall have two plugs, meaning, we presume, the ordinary plugs, but with one plug-hole only, one plug being a spare one.

A Life-boat however, with the large amount of air buoyancy above recommended, should have two large plug-holes, say of 3 inches diameter, fitted with water-tight plugs, so that, if filled by a heavy sea, on these plugs being withdrawn, the water would rapidly run out until the water within the boat was at the same level as the sea outside her, when the plugs being replaced, the remainder could be baled out by the usual balers or buckets.

The other articles referred to in the Instructions under this head, are the life-belts, which it states should not be passed by the Surveyor unless capable of floating on the water for 24 hours with 23 lbs. of iron suspended to it.

The average buoyancy of the cork life-belts supplied by the NATIONAL LIFE-BOAT INSTITUTION to its Life-boats' crews, is about 25 lbs., their minimum buoyancy being equal to 23 lbs., and their maxi-

mum to 27 or 28 lbs. They are made of two sizes, so as to approximate sufficiently to the sizes of different men.

For the use of the crews of ordinary merchant vessels cork life-belts having 20 lbs. of buoyancy are, we consider, large enough, but for those supplied to the Life-boats' crews of emigrant vessels or other passenger vessels, belts with 25 lbs. would be better, as the men wearing them might have to support other persons who had none.

It would be very inconvenient, if not impossible, for the Surveyors of the Board of Trade to test the life-belts by immersion, with suspended weights, but they can be sufficiently tested by simply weighing them with a spring balance, which the Surveyor could carry in his pocket. This could be done quickly and with great facility, and no cork belt should be approved of which weighed less than 5 lbs. Belts of that weight, made of a good quality of cork, will support 25 lbs. of iron, and if made of inferior and thinner cork, with the crust on, 20 lbs.

The Instruction under the fourth heading requires that life-buoys, if made of solid cork, should support 32 lbs. of iron, and if constructed of any other buoyant material 40 lbs. of iron.

The larger of these two amounts is, we think, none too much for any life-buoy, as all should have buoyancy enough to support two persons readily. As life-buoys are always covered with painted canvas, so that even the material of which they are composed cannot be seen, and as they vary considerably in size, they can only be properly tested by immersion with iron weights attached to them. The common circular kind are the best for ordinary ships' use, and they should be large enough in circumference to be passed readily over a person's head and shoulders when in the water.

As stated above, if we think these "Instructions" might be advantageously altered in some respects, we yet welcome them as a considerable step in the right direction.

THE UNSEAWORTHY SHIPS' COMMISSION.

THE Royal Commission appointed at the instance of Mr. Plimsoll "to inquire into the alleged unseaworthiness of British registered ships," has issued a "preliminary" report. The report is signed by all the Commissioners—namely, the Duke of Somerset, the Duke of Edinburgh, Mr. Liddell, M.P., Mr. Milner Gibson, Admiral Sir James Hope, G.C.B., Mr. Rothery, Mr. Cohen, Mr. Brassey, M.P., Mr. Denny, Mr. Duncan, Mr. Edgell, and Mr. Merrifield. The Commissioners begin by saying that, owing to the extent and number of the subjects included in their inquiry, they are not yet prepared to make a final report, but they believe that what they have done will show the difficulties by which the inquiry is surrounded, and will prepare the way for the legislation which may be necessary. While keeping in view as their great object the preservation of life at sea, they deem it important to interfere as little as possible with the freedom of British enterprise, the inventive genius of the British ship-builder, and the property of British ship-owners, who have to compete with other mercantile communities. The number of British registered vessels is 36,804, their tonnage 7,213,829 tons, and the crews are computed at 329,000. In estimating the amount of trade, not only the tonnage, but the fact that with the employment of steamers a greater number of voyages are made with fewer vessels, must be borne in mind. The annual loss of life is shown by the Wreck Register to be large; but to give the figures their proper value it must be shown what proportion the losses bear to the number of voyages and of persons afloat. The Commissioners find great diversity of opinion as to the overloading of vessels. Many witnesses maintain that ships are seldom overladen, and that overloading prevails only among coasters, while other witnesses hold that overloading exists to a serious extent, and that, under the present system of marine insurance, risk of life and property is encouraged, because ships can be overladen with impunity. The large number of losses of ships in ballast and from collisions shows, however, that the mismanagement and negligence of sailors are

as disastrous as the carelessness of ship-owners. Overloading, without doubt, renders a ship unseaworthy, but there are many difficulties in the way both of a criterion of overloading and of legislation to prevent it. A compulsory load line, the prohibition of deck cargoes, and an inspection of merchant ships about to sail are remedies which have been suggested to the Commission. The suggestion of a compulsory load line involves considerations of the expediency of prescribing to what extent ships may be loaded, of any rule or principle according to which the proper loading of a vessel can be defined, also of the expediency of marking a load-line on ships, and of the use to be made of a load-line so marked. "Overloading" is a relative term, and an amount of cargo which would at one time of year be safe and necessary to a profitable voyage would at another be a foolhardy venture. There is, however, a limit beyond which no sea-going vessel can safely be immersed. In proposing to fix a load-line it is necessary to distinguish between an extreme water-line, not to be safely exceeded under any circumstances, and a line which would make a vessel ordinarily safe. On this point there exists a general misconception by those who have not studied the subject. Some witnesses consider it practicable to lay down a simple general rule for fixing a load-line, others think it might be fixed by a Government officer in conjunction with the builder of the ship. The London Salvage Association countenances the rule of three inches of freeboard per foot of hold, and warns shipowners whose vessels are loaded beyond that scale. The Liverpool Salvage Association adopts a similar principle, and it is said that this scale, being found practically convenient, might be legally enforced. On the other hand, experienced witnesses assert that such a rule would be unjust, and would lead to the building of light and weak ships, and thus to increased loss of life. One shipowner of great experience considered that a fixed load-line would compel the British owner to sell his ships or put them under a foreign flag, and owners of small coasters unanimously declare that such a law

would ruin their trade and send them to the workhouse. The general opinion of the witnesses yet examined is unfavourable to a fixed load-line. The Board of Trade now record the draught of water of merchant ships at several ports. In order to check overloading this system would have to be made complete by giving the Surveyors power to stop vessels. The detention of a ship about to sail would be so detrimental to business that it could only be justified by extreme necessity, and some rule as to loading would be better than the arbitrary opinion of an officer of the Board of Trade. Mr. Rundell, of Liverpool, "considered a uniform load-line to be an idea so absurd as not to admit of serious discussion," but suggested that ships should be marked at a spot which would leave one-fourth of their cubical capacity above water, the shipowner being still allowed to load at discretion. The Commissioners observe that this suggestion requires further consideration; and, after mentioning some very manifest objections to it, they say that "they cannot recommend any enactment for establishing a fixed load-line founded on the proportion of free board to the depth of hold of the vessel." They reserve their opinion as to the possibility of any other scale of measurement till they are able to make their final report.

Coming to the subject of "deck cargoes," the Commissioners recapitulate the action taken by Parliament in former years. On the recommendation of a Committee which sat in the year 1839, timber ships from British ports of North America were prohibited carrying deck cargoes during the winter months. In 1850 the Navigation Laws, and in 1860 the differential duties on foreign timber were repealed; and, to contend against foreign competition, shipowners began to evade the Deck Law by building on their vessels large poops, which they filled with deals, and by obtaining their clearances in an American port. The Deck Law was constantly evaded; it was found impossible to enforce it, and in the year 1862 it was repealed. The Tonnage Laws excluded from measurement the uncovered space on deck, and thus encouraged deck cargoes. The Merchant Shipping Bills of 1869 and 1870 attempted to remedy this defect by imposing dues on uncovered space used

for cargo, but these clauses were abandoned in deference to the remonstrances made by the owners of cattle and coasting steamers carrying live stock on deck. Witnesses are unanimous in testifying to the danger of deck cargoes across the Atlantic in winter, and shipowners admit the desirability of their prohibition, if it could be generally enforced; but they fear that a law against deck loads would be an advantage to foreign owners. It is desirable to ascertain by friendly communication with foreign Governments, whether a law against deck loads could be made general. The Canadian Parliament has lately regulated deck loads from Dominion ports during the winter months. Any measure is imperfect which does not impose a similar restriction on timber vessels from foreign ports, and there are grave objections against inflicting upon foreign ships penalties for bringing deck cargoes into English ports. Other deck cargoes add to the dangers of navigation, but a legal prohibition of them would be a questionable policy. There are many branches of trade, such as the carriage of live stock, in which an absolute prohibition of deck cargo would be an unreasonable interference with the business of shipowners.

The next heading of the Report is the "Survey of all British Merchant Ships." Some evidence supplied by Mr. Plimsoll as to the benefits of a survey of guano ships instituted by Messrs. Gibbs, at Callao, is inconclusive, and "suggests caution in accepting as trustworthy evidence the imperfect recollection of past events." Seaworthiness cannot be secured by the inspection of a ship when laden, and even the Board of Trade surveys of emigrant and passenger ships have not prevented considerable loss of life from the foundering of such ships. These surveys are held for the protection of passengers, supposed to be ignorant of the condition of their vessels. "Are sailors," the Commissioners ask, "equally helpless, and should the Government extend to sailors the protection which is now afforded to passengers?" The Commissioners have taken much evidence on the policy of instituting a compulsory survey of all British ships. There is great competition in Marine Insurance, between Lloyd's underwriters themselves, between these and other underwriters,

and between underwriters and Marine Insurance Companies. An underwriter may insure the ship, the cargo, or the freight. It has been suggested that, since insurance renders shipowners secure against loss, and therefore less careful to make their vessels seaworthy, a limitation of the amount of insurance in proportion to the value of the ship would tend to the security of life at sea. The Commissioners consider "the practical difficulties of any such measure very great, and the policy of such a restriction doubtful." They give some reasons, and conclude by saying that, "after collecting evidence on this subject, we are of opinion that any attempt to limit the amount of insurance in proportion to the value of the ship would be found to be impracticable." The Commissioners explain that the business of Lloyd's Registry is the classification of ships, and that while the classification is voluntary, the more favourable terms of insurance and freight which can be secured by a classification are a strong inducement to an owner to class his vessel. The Commissioners think it probable that if Lloyd's system of survey and classification were made compulsory on all merchant vessels, many unseaworthy ships would be stopped. But there are many objections against giving the Committee of Lloyd's Registry a control over the mercantile marine of the British empire. It is said that the competition among Registry Societies at home and abroad exercises a bad influence, since the owner often applies to the Society which will class his vessel on most favourable terms. Should Parliament decide on compulsory classification, these voluntary societies would have to be harmonized or superseded by a Government Registry. To be effective a survey must be periodical and strict, must include the stowage of the vessel, must be made at every departure, and must be enforced at foreign ports. Such an attempt to regulate commerce would, it is said, induce owners to seek a foreign flag. Laws for regulating the number of watertight bulkheads and of boats, for testing chain cables, and securing safety valves, have been passed and found ineffective and mischievous. A compulsory classification must be based upon rules, which, unless framed with great judgment, would interfere with im-

provements in shipbuilding. If the Board of Trade were empowered to modify the rules from time to time, and to license vessels for particular trades, the British shipowner would be at a serious disadvantage. On the other hand, it is confidently asserted that many hundred old wooden ships, which their owners will not repair, and which are unseaworthy, are now habitually sent to sea. These vessels are known to Lloyd's Surveyors, but no list exists of them, since they have been withdrawn from Lloyd's Register. Under the Act of 1873, giving the Board of Trade power to inspect and detain ships which they have reason to believe are unfit to be sent to sea, these unseaworthy wooden ships, and vessels grossly overladen, can be stopped. The condition of new iron vessels and of steamers is said to be a source of danger to seamen. M. Bal, Director of the Bureau Veritas, said that the percentage of loss in steam vessels had been greater than in sailing vessels, and Mr. Reed stated that there was a continuous degeneration in the iron used for shipbuilding. Mr. Reed advises Government supervision; but M. Bal would rely on private enterprise and voluntary association. The evidence of the Surveyor who surveys vessels taken up on account of the Indian Government shows, from an experience of twenty years, and the despatch of two hundred ships a year, that vessels well built and equipped, with the amount of freeboard and the carriage of dead weight regulated, and deck cargoes prohibited, can perform the voyage to India in almost perfect safety.

Lloyd's Register provides only for construction and equipment; but Salvage Associations include the loading of the vessel in their supervision. The Commissioners explain the working of the London and Liverpool Salvage Associations. The chief business of these Associations is the care of wrecks and wrecked property, and the protection of the members in matters arising out of contracts of insurance. The Association collects from its agents in different parts of the world a variety of information for the benefit of underwriters. It receives occasionally reports of fraudulent wrecks (but prosecutions in such cases are costly and uncertain), also reports of the state of vessels, of overloading, and of damaged cargoes. In cases of dangerous overload-

ing the secretary calls the attention of the shipowner, usually with the desired effect. It is not unreasonable, say the Commissioners, to ask why, if the intervention of these private associations is so beneficially employed for the benefit of the underwriter, intervention cannot also be employed for the safety of sailors. After pointing out difficulties in the way of using the existing machinery of Lloyd's Register for the detection of unseaworthy ships, the Commissioners ask,—

"On the other hand, would it be practicable, and if practicable would it be prudent, to enact that the Government should superintend the building of all merchant ships, and should inspect them periodically? The supervision of the loading and the regulation of the stowage would become equally the duty of the Government. It is difficult to assign a limit to such interference, pressed upon the Government by benevolent men, unacquainted with mercantile affairs, and forgetful of the infinite variety of causes which lead to disasters at sea."

Pointing out that the Board of Trade have already the responsibility of detaining all ships which they may have reason to believe unseaworthy, the Commissioners conclude this part of their subject by saying that before they recommend additional legislation for the regulation of merchant shipping, they are anxious to obtain further information from experienced men.

Upon the subject of "Inquiries by the Board of Trade," the Report contains the following passage:—

"Mr. Plimsoll stated that there had been few inquiries until the pressure of public opinion had constrained the Board of Trade to undertake their duties. In support of this allegation he said that there were only three inquiries in the year 1869. A reference to the returns proves that in that year there were thirty-seven inquiries. We might, if necessary, point out many other inaccuracies in his statements, but he has the merit of having called attention to the loss of life which occurs in the mercantile marine from the culpable neglect of shipowners, as well as from other preventable causes. Some allowance may, therefore, be made for misstatements and exaggerations which we are obliged occasionally to notice."

The Commissioners consider that the present system of inquiry into wrecks is defective and needs remodelling, but will take more evidence before making recommendations. Under the head of "Defective Construction of Ships," we read that "Competent witnesses state that many merchant ships are built with bad iron; that they are ill put together and sent to sea in a defective condition. It is also

said that they are lengthened without additional strength, and are thus weak ships." In the race of competition among shipbuilders, it is probable, say the Commissioners, that inferior materials and bad workmanship are admitted into ships. Yet, if Parliament is to regulate the quality of iron, mode of construction, proportion of length to beam, &c., Government would have to interfere further, and license vessels for a particular trade.

"It is obvious that under such a system the Government would take upon itself the responsibility for the construction of merchant ships, and even for the conduct of the shipowner's business. Some new iron steamers, from faulty construction or imperfect equipment, are sent to sea in a condition endangering human life. Should the Government, therefore, undertake to supervise the building of all merchant ships, and regulate the employment of vessels engaged in trade? Before attempting such interference with the maritime commerce of the country, the more prudent course would be to observe the effect of the large power with which the Board of Trade has been recently invested. That Department may now detain any ship which, from the defective condition of her hull or equipments, may be believed by the Board of Trade to be unfit to proceed to sea. Such a measure, under careful administration, will afford a remedy for immediate dangers. The improvement of iron shipbuilding must be a slower process; but the vigilance of a public Department instituting inquiries under a competent tribunal, and publishing the information obtained, would lead to remedying defects of construction, and diffuse a knowledge of the details of iron shipbuilding, which is said to be so much needed."

Of the present law as to the measurement for tonnage, the Commissioners observe that "it is in some respects unfavourable to the seaworthiness of ships." It operates as a direct inducement to the carriage of deck cargo, and discourages, it is said, the erection of awning decks, which improved a ship. But the whole subject of the tonnage laws is so full of difficulty, and touches so many interests, that no change can be made till it has been more fully discussed and investigated. A section of the Report is devoted to "The state of the law as to the liability of shipowners." The course of legislation is traced, and it is stated that "the evidence before the Commission points to the conclusion that there should be the means of punishing shipowners through whose negligence lives are lost, but Acts of Parliament will not be of much use unless a Public Prosecutor be appointed or the Board of Trade strengthened for the performance of the duty." The Commissioners sum up the evidence of witnesses who have asserted the deterioration of

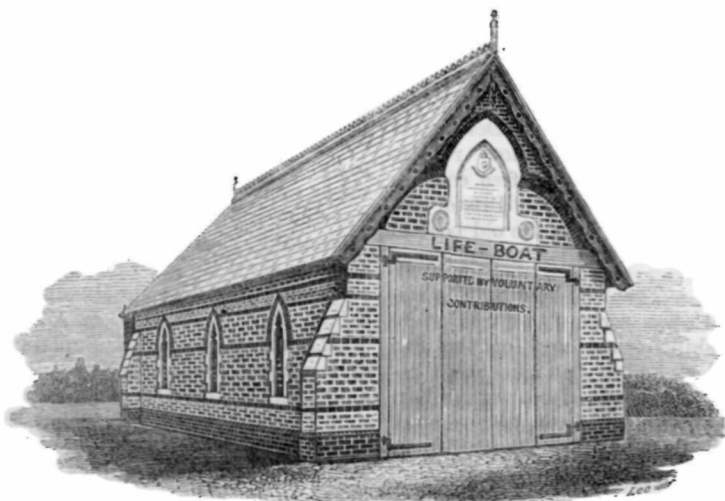
seamen, and they condemn the advance-note system. With reference to the undermanning, they say they do not think it advisable to regulate by law the number of seamen to be carried in a vessel. They are unable yet to report fully under this head.

In concluding their preliminary Report, the Commissioners again draw attention to the material change in the law which has occurred since their appointment, and which gives the Board of Trade full powers to detain unseaworthy ships. Before recommending further legislation, they think it would be well to observe the effect of the new enactment.

The establishment of registry societies and salvage associations shows that, in the judgment of those conversant with

trade, some inspection of ships is required, and "such an extensive system of survey would not have been organized except from a well-founded conviction that many ships were unseaworthy from faulty construction, insufficient repair, or reckless overloading." Recapitulating the schemes suggested for a compulsory survey and classification of merchant shipping under Lloyd's or Government, and counter evidence "throwing doubt upon all such proposals," and tending to show that "Government interference would only make matters worse," the Commissioners end their preliminary Report by saying that "it involves a great principle of public policy which should not be adopted or rejected without a comprehensive and searching examination."—*The Times*.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



CEMAES, ANGLESEY.—The 30-foot 6-oared Life-boat, at Cemlyn, on the coast of Anglesey, has been transferred from that place to Cemaes, about four miles to the eastward. Since the lighthouse has been placed on one of the islands opposite Cemlyn, wrecks in that neighbourhood are of very rare occurrence, and in addition to that fact, a difficulty was experienced there latterly in finding a suitable crew for the boat. Accordingly, as Cemaes was reported to be a desirable station for a Life-boat, and as there were plenty of men there ready to undertake its management, the transfer has been

effected, and a commodious house prepared for the boat at its new station. This Life-boat is named the *Sophia*, and was the gift to the Institution of Mrs. Colonel VERNON, in memory of her late son, an officer in the army, who was drowned while on a foreign station.

PAKEFIELD, SUFFOLK.—The large sailing Life-boat at this place having become unfit for further service, it has been replaced by a new Life-boat, on the same plan, specially built at Lowestoft for the station. It is a very large boat, 46½ feet long, 12 feet wide, and fitted to row 14 oars, double-banked. The one it had

superseded had done excellent service in its time to the crews of vessels wrecked on the dangerous sand-banks that are met with off this part of the coast. It had been brought into connection with the Institution in 1855, since which period it had saved 88 lives from various wrecks, besides contributing to the rescue of five vessels from destruction.

THE LIZARD, CORNWALL.—The small Life-boat stationed at this well-known point on the coast of Cornwall, was seriously damaged, on the occasion of her going off to save the crew of the barque *Fomalthaut*, of Greifswald, on the 4th March last. She was fortunately enabled to effect the rescue, but she has since been replaced by another boat of the same length as the old one, 30 feet, but more powerful, inasmuch as she is fitted to row 10 oars, double-banked, instead of 6 oars, single-banked, as was the case with the former boat. There is an excellent boat-house at this station built a few years since, and the Life-boat establishment is now in a thoroughly efficient state. It should be mentioned, that the Bristol and Exeter and South Devon and Cornwall Railway Companies readily granted the new Life-boat a free conveyance over their line between Bristol and Penryn, and brought back the old boat to the former place on similar liberal terms.

PLYMOUTH.—The Life-boat at this important port was seriously injured while saving a shipwrecked crew on the 8th December last, and it has since been replaced by a new 10-oared boat of the best description, constructed so as to be as fast and as light as possible, and measuring 34 feet in length, by 7 feet 9 inches in width. The expense of the same has been defrayed by J. G. HUBBARD, Esq., of Prince's Gate, in memory of his late son Mr. FRANCIS EDWARD HUBBARD, formerly a midshipman in the Royal Navy, who had in his lifetime partly collected the cost of a Life-boat. In accordance with a wish expressed by the deceased, the boat has been named the *Clemency*, after a sister, to whom he was much attached, and who had devoted herself to him throughout his long illness. It was publicly launched at its station for the first time on the 30th May last. A large party of ladies and gentlemen assembled on the occasion, at the invitation of the

Local Committee, along with numerous relatives and friends of Mr. and Mrs. HUBBARD, who had specially come down from London so that they might be present at the launch. Some of the officers and crew of H.M.S. *Indus*, on board of which Mr. F. E. HUBBARD had served till he retired from the service, also attended and witnessed the proceedings, which were opened by Mr. J. G. HUBBARD, who, in a very appropriate and feeling speech, explained the circumstances which had led to this gift to the Institution, and then formally handed over the boat to its care. The gift was received on behalf of the Society by Capt. WARD, R.N., its Inspector of Life-boats, and Capt. PUCKFORD, R.N., Chairman of the Local Committee. The Lord Bishop of EXETER afterwards offered up some prayers for the success of the boat, and several psalms having been chanted by the Choir of St. Peter's Church, Miss HUBBARD stepped forward and named the boat in the usual way, after which the BISHOP addressed the crew with much earnestness, and the boat was then launched and put through the usual evolutions. Mrs. HUBBARD and a large party of her family and friends afterwards went on board the boat. The boat was then rowed to the dock in the Royal Victualling Yard and capsized under a crane to show its self-righting and other properties. The Hon. Sir HENRY KEPPELL, G.C.B., Port Admiral, Rear Admiral Sir WILLIAM K. HALL, K.C.B., Superintendent of Devonport Dockyard, Vice Admiral Sir JOHN HAY, Bart., C.B., and others who were present expressed themselves as highly pleased with the boat, and gratified by the whole proceedings. The crew were also much impressed with their new Life-boat, which they could see possessed some important advantages over their old one, and appeared likely to row fast in a heavy sea. It should be added that the Bristol and Exeter and South Devon and Cornwall Railway Companies readily gave the boat a free conveyance over their lines on the way to its station.

ARKLOW, IRELAND.—The Life-boat on this station was built some eighteen years since, and as it had become unfit for further service it has been replaced by a powerful new boat, specially constructed so as to be fast under oars. It is 37 feet

long, 9 feet wide, and rows 12 oars, double-banked. The expense of the new boat and equipment was defrayed from a fund raised amongst the Out Pensioners of the United Kingdom, chiefly through the indefatigable exertions of Major J. A. BROCKMAN, of Manchester, and the boat is named the *Out Pensioner*. It was sent to its destination in June last, being taken by railway to Holyhead, and thence rowed and sailed across the Irish Sea to its station by some of the crew, who were much pleased with their new boat. A handsome and substantial house has been provided by the Institution on a new site; and this important Life-boat establishment has thus been rendered one of the most efficient on the Irish coast, and, doubtless, the boat will do good work to shipwrecked crews before many months have elapsed.

SUNDERLAND (No. 1 STATION).—The Local Committee, and the Coxswain of the Sunderland No. 1 Life-boat, which is stationed at Roker, on the north side of the River Wear, having stated that they would be glad to have a new self-righting boat in the place of their former boat, which was not on the plan of the Society, such a boat has accordingly been provided for them, 33 feet long, 8 feet wide, rowing 10 oars, double-banked, and possessing the usual valuable properties characteristic of the self-righting boats of the Institution. Its cost was contributed by the Independent Order of Good Templars: Mr. R. P. J. SIMPSON, of Liverpool, having been the first to suggest that the Order might present a boat to the Institution, and the Rev. JAMES YEAMES, of Kirkstall, having acted as Honorary Secretary of the Life-boat fund, and having been indefatigable in his exertions to promote its success. The boat was publicly exhibited and launched at Sunderland on the 16th September last, in the presence of a large number of spectators. Mounted on its transporting carriage, and decorated with flags, it was drawn by eight fine horses through the principal streets of the town in procession, with music and banners, a number of the Members of the Order of Good Templars, decorated with their insignia, taking part in the proceedings, and the boat being manned by its crew equipped as for service. On its arrival at Roker, where an excellent house

for the Life-boat, with Pilot's room attached, has recently been erected, it was formally presented by Mr. SIMPSON, on behalf of the Good Templars, to Capt. D. ROBERTSON, R.N., the Assistant-Inspector of Life-boats, who represented the NATIONAL LIFE-BOAT INSTITUTION on this occasion, and who acknowledged the gift in suitable terms. It was afterwards launched, and a race took place with the other Sunderland Life-boats and the Life-boat belonging to the Whitburn Station.

NEWQUAY, CORNWALL.—On the application of the Local Committee, and the crew of the Life-boat on this station, the Society has sent there, in the stead of the former boat, a 33-foot 10-oared Life-boat, provided with a transporting carriage. That boat has since been taken out on trial, when it behaved to the entire satisfaction of the crew. It was granted a free conveyance over the lines of the Bristol and Exeter and South Devon and Cornwall Railway Companies, which are always ready to extend their co-operation on behalf of the Life-boat cause.

BLAKENEY, NORFOLK.—The coxswain and crew of this Life-boat having repeatedly urged that it was not suitable to the requirements of the station, it not having sufficient beam, and having stated that they had consequently lost confidence in the boat, it has been removed from Blakeney, and a larger boat has been sent there, the new one being 37 feet long, 9½ feet wide, and pulling 12 oars, double-banked. Its cost was the gift to the Institution of a gentleman living at Bradford, who has also promised to subscribe a liberal sum every year to defray the expenses of the Life-boat establishment. The new boat was towed to its station last month, free of charge, by the steamer *Black Diamond*, belonging to Messrs. FENWICK and Co., of Abchurch Chambers, and the old boat was granted a free conveyance from Wells to London by the Great Eastern Railway Company.

DUNWICH, SUFFOLK.—Some shipwrecks had occurred in this neighbourhood, accompanied by a lamentable loss of life, which it was thought might have been avoided had there been a Life-boat here. There are Life-boats on either side, at

Southwold and at Thorpeness, the former being about $4\frac{1}{2}$ miles away, and the latter about 7 miles distant. It occasionally happens, however, that vessels striking on the Sizewell Bank, are wrecked at Dunwich, owing to the strong current setting in that direction, before either of those boats can come to the rescue. Accordingly, an application was made to the Institution by the local residents to form a Life-boat establishment at that place, there being enough fishermen, and other efficient able-bodied men, to work a small Life-boat. As there was a probability of its being occasionally useful, the Society decided to station at Dunwich a Life-boat, 30 feet long, 7 feet 9 inches wide, and rowing 8 oars. It is provided with a transporting carriage, and a boat-house has been erected on a suitable site. The expense of the boat and equipment has been defrayed by some members of the family of the well-known author of the *Christian Year*, the boat being named the *John Keble*, after that good and great man. It was sent to its destination last month, a free conveyance having been kindly and readily granted to it over the line of the Great Eastern Railway Company. On the 9th October, a pleasing demonstration took place at the little village of Dunwich on the occasion of the inauguration of the new Life-boat station.

The Life-boat ceremony was of the simplest character, yet at the same time one calculated to impress all who beheld it. First, the members of the Corporation, the crew of the boat, the boat itself, drawn by half-a-dozen fine horses, and the Local Committee, with the Coastguard, Volunteers' band, &c., formed themselves into a procession, which made for the church, which was speedily filled, numerous visitors having come in from the neighbouring towns and villages to take part in the proceedings. The service was conducted by the Vicar, the Rev. J. F. Noort, who acts as Honorary Secretary of the Branch, an impressive sermon being preached by the Rev. G. I. DAVIES of Kelsale. Referring to the distressing circumstances attending a shipwreck, he remarked that if we could really witness the harrowing sight of a ship destined perhaps to circle the globe itself in safety; and then, just when within sight of England's shore, full of eager and joyful hearts, suddenly on some dark and stormy night

to be dashed to pieces on the very shore towards which the longing hearts of all on board had for months been turned in hope and expectation, not one but would strain every nerve to prevent its recurrence; not one who would not give all that he possessed if, by so doing, he could rescue one such vessel from the fearful doom that awaited it.

On leaving the church the procession was re-formed, and, with the band playing, wended its way to the beach. By this time there was a large number of people assembled to witness the ceremony. The launch was superintended by Capt. Ward, R.N. The Rev. J. F. Noort then offered a prayer for the success of the boat, which was successfully launched, after it had been named in the usual way by Lady CONSTANCE BARNE, wife of Colonel BARNE. It was afterwards tried under oars and sail, although the weather was not severe enough to show the boat off to advantage. The crew were, however, much pleased with the Life-boat.

SIGNALS OF DISTRESS AND FOR PILOTS.

In our last number, under the head of "Signals of Distress," we inserted a new scheme of day and night signals for pilotage and distress, proposed by the Board of Trade. We now give a copy of those signals as contained in a circular issued by that Board, and which embodies the proposed system, with slight alteration.

Blue-lights have been, judiciously, omitted from the signals of distress, and confined to those for pilots; whilst, on the other hand, guns and rockets are to be confined to signals of distress. We trust that these signals, which came into vogue on the 1st inst., and are to be compulsory, will be found sufficient, and we shall await with interest their practical effect.

The NATIONAL LIFE-BOAT INSTITUTION has had printed and transmitted to all its Life-boat Stations on the coasts of the United Kingdom a copy of this circular, with the signal flags shown in colours.

SIGNALS OF DISTRESS,

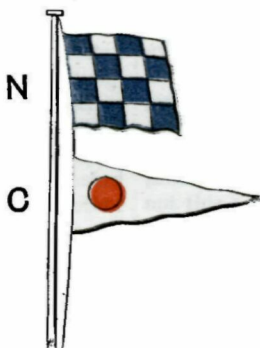
Required to be used and displayed on and after the 1st November, 1873, in accordance with the 18th section of the Merchant Shipping Act, 1873.

"In the Day-time.—The following signals, numbered 1, 2, and 3, when used or displayed together or separately, shall be deemed to be signals of distress in the day-time:—

"1. A gun fired at intervals of about a minute.

"2. The International Code signal of distress indicated by N.C.

"3. The distant signal consisting of a square flag, having either above or below it a ball, or anything resembling a ball.



"At Night.—The following signals, numbered 1, 2, and 3, when used or displayed together or separately, shall be deemed to be signals of distress at night:—

"1. A gun fired at intervals of about a minute.

"2. Flames on the ship (as from a burning tar barrel, oil barrel, &c.).

"3. Rockets or shells of any colour or description fired one at a time at short intervals."

And "Any Master of a vessel who uses or displays, or causes or permits any person under his authority to use or display, any of the said signals, except in the case of a vessel being in distress, shall be liable to pay COMPENSATION for any labour undertaken, risk incurred, or loss sustained, in consequence of such signal having been supposed to be a signal of distress; and such compensation may, without prejudice to any other remedy, be recovered in the same manner in which salvage is recoverable."

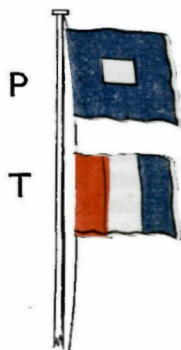
SIGNALS FOR PILOTS,

Required to be used and displayed on and after the 1st November, 1873, in accordance with the 19th section of the Merchant Shipping Act, 1873, if a vessel requires the services of a Pilot.

"In the Day-time.—The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a pilot in the day-time, viz:—

"1. To be hoisted at the fore the jack or other national colour usually worn by merchant ships, having round it a white border, one-fifth of the breadth of the flag; or

"2. The International Code pilotage signal indicated by P.T.



"At Night.—The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a pilot at night, viz:—

"1. The pyrotechnic light, commonly known as a blue light, every fifteen minutes; or

"2. A bright white light, flashed or shown at short or frequent intervals, just above the bulwarks, for about a minute at a time."

And "Any Master of a vessel who uses or displays, or causes or permits any person under his authority to use or display, any of the said signals for any other purpose than that of summoning a pilot, or uses or causes or permits any person under his authority to use any other signal for a pilot, shall incur a PENALTY not exceeding twenty pounds."

SIGNALS OF DISTRESS.

TO THE EDITOR OF THE LIFE-BOAT JOURNAL.

SIR,

In the article headed 'Signals of Distress' in your last quarterly publication of August 1, I find it stated that, in the first place, "It is indispensable that signals of distress should be few in number, and readily distinguishable from all other signals." Further on, I find the statement that, in order to distinguish between signals calling for a pilot, or signals of distress calling for the help of a Life-boat, "no other colours would be necessary than those already required to be carried on board every ship, viz., red and green." Another paragraph states that "the bow lights, red on the port, and green on the starboard bow, which are required by law to be carried on board every English vessel, and which have been generally adopted by other nations, should not on any account be discarded in favour of uncoloured lights." The article then goes on to propose "the use of the red light to summon help to save life, and the use of the green light to summon help to save property." It is then stated that "the exhibition of her red light by the *Northfleet* would have at once summoned the crews of the surrounding anchored vessels to her rescue." The article then proposes that "every vessel should carry small red and green hand-lights, igniting by percussion, for signal purposes;" and it ends by expressing trust "that the Board of Trade will not too hastily discard the use of colours in signals of distress."

Now I quite agree with the writer of this article that the use of colours should be preserved; but I would request your permission to ventilate the question: Should those colours be *red* and *green*?

I venture to assert in reply—*decidedly not!* Why so? Simply for this reason: because there are a very considerable number of persons who cannot distinguish red from green, or green from red.

To a person of ordinary vision this seems almost incredible, so unlike are these two colours to him in every respect.

It is, however, a well-known fact that there are in the world a very considerable number of colour-blind persons—so called because they confound red and green together, and can never be depended upon to distinguish them.

The number of such colour-blind persons in the world has been estimated, by those who have gone deeply into the question, to be as high as one in fifty. So that in the channels approaching our shores, and in the estuaries of our harbours, as well as on the highways of mid-ocean, on board all the vessels that meet each other on opposite courses, on the darkest and thickest nights, one out of every fifty sailors, whether steering, or on the look-out, is utterly unable to distinguish the port and starboard signals of approaching ships. How many vessels, how many crews, how many cargoes have probably been lost in consequence! May not this account for some of the numerous collisions at sea of which we read, and which seem to be almost inexplicable, unless there be some unsuspected and unknown element of uncertainty in distinguishing the bow lights of vessels!

This is a *wide question*. It touches not only navigation of vessels, but also railway travelling. What chance has a railway train in the hands of a guard, of an engine-driver or his mate, or of a signal-or pointsman, who is utterly unable to see the difference between a green safety light, and a red danger light by night, or between the green and red arms of the signal-post by day?

I believe that, in consequence, some railway companies have already adopted *blue* lights and *blue* signals, in place of *green*.

The colour-blind man can distinguish *blue* as a safety signal, though he might not be able to say whether the danger signal were red or green. He would, however, be quite sure, not being blue, that it betokened danger.

Some time ago, it was proposed to put up semaphores, with *red* and *green* arms, throughout the most crowded thoroughfares and crossings of London, to regulate the street traffic—colours perfectly undistinguishable to one in fifty of all the drivers of vehicles, and of all the foot passengers, who would look at them. As far as I can judge, such signals would be almost as likely to produce accidents as to prevent them.

I would therefore suggest that the use of *green* as a safety signal be entirely superseded, and that *blue* be adopted instead, both by land and sea; and the probabilities are that such a change will

materially diminish accidents, many of which probably now occur in consequence of the unsuspected and undetected colour-blindness of one-fiftieth of the earth's inhabitants.

I do not write without some practical knowledge of the subject, having some colour-blind ones, three out of eight children, in my own family, and being acquainted with others.

I will give two examples of this singular colour-blindness in the case of one of my own sons, in order to prove the *complete want of power* to distinguish the two colours, *red* and *green*. On returning from bathing, one summer morning, my eldest son pointed to a pair of entrance-gates, which had been newly painted a *bright green*, and said, "What on earth induced that man to paint his gates *red*?" On another occasion, a discussion taking place at luncheon, in reference to his colour-blindness, he got rather annoyed, and turning to a strange gentleman sitting near him, who had a *reddish* whisker, my son picked up a *bright piece of parsley* from a dish in front of him, and said triumphantly, "Your whisker is *exactly* the colour of this parsley." I could multiply such instances. Only consider the risk of a train rushing on at the rate of 40 or 50 miles an hour, its security depending on the power of such a colour-blind person to distinguish the safety and danger signals! Consider the risk of two vessels nearing each other at sea, with a helm's-man, or look-out man, utterly unable to make out which bow of the approaching vessel he was looking at—whether the light presented to his vision were *red* or *green*! All these frightful risks may be abolished by adopting *blue* signals and lights in place of *green*.

I commend this suggested change to the Lords of the Admiralty—to the Trinity Board, who control our lighthouses and lightvessels—to the Board of Trade—to the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION—to the Directors and Traffic Managers of Railways—and to the Authorities of the Metropolitan Police, who regulate the traffic of our crowded London thoroughfares.

I am, &c., Yours,

I. H. G.

*Honorary Secretary of a Branch of the
National Life-boat Institution.*

P.S.—I further recommend the consideration of this subject to foreigners, who, it appears from your pages, have almost unanimously adopted the *red* and *green* lights as sea signals. I ask again, How many ships, lives, and cargoes have fallen victims to this *unhappy* choice of colours? It has been a case of "the blind leading the blind."

[In publishing the foregoing letter, we nevertheless feel bound to say that we cannot agree with our correspondent in thinking the comparatively few exceptional cases of colour-blindness a sufficient reason for excluding red and green signals, whether on the railway or on board ship. The cases of colour-blindness are, we believe, much more uncommon than our correspondent supposes. We have ourselves never met a person so affected, nor have we ever heard of accidents resulting from such a cause. It surely, therefore, would be much simpler to avoid placing such persons in situations where their defective sight might be productive of serious consequences, than to abolish a system of signals which has been found of value, and for which it might be difficult to find a substitute.—Ed. L. B. J.]

A WRECK AT SEA.

"Thy fitting form comes ghostly dull and pale,
As driven by the beating storm at sea;
Thy cry is weak and scared,
As if thy mates had shared
The doom of us. Thy wail—
What does it bring to me?"

It was perhaps an impious wish, but I had often wished to see a storm at sea, and to be present at a wreck. But little did I think that I should witness such a scene whilst staying near the Knockmahon Copper Mines. It was however to be. I was aroused one morning by the roar of the wind as it rushed past my bedroom window. It was like no other wind that I had ever heard. Its roar was defiant. It came in heavy gusts, which shook the house, and sounded like the muffled salvos of far-off artillery. The windows were blinded by the driving spray, and above all, there was the sullen roar of the ocean as it fell on the beach in foaming cataracts. The angry breakers told of a week of bad weather, and the Atlantic waves came tumbling in, broken and discoloured, lashed by a thousand storms into masses of curly white foam, which assumed a snowy whiteness as the bounding waves dashed over the black and dismal-looking rocks of Mount Airy.

In the early part of the morning I heard the coastguardsmen had been vainly endeavouring to pierce with their glasses the murky veil of vapour which hung over the sea. The weather had been such for some days as to throw homeward-bound vessels out of their ordinary courses. The coastguard patrols had brought word that

the harbours and roadsteads on either side of us were thronged by weather-bound vessels, waiting for the old storm king to abate his wrath. I knew this, but still could hardly realise the force and violence of the wind. I watched throughout the day the majestic waves come rolling in, when suddenly a distant boom was heard. My heart jumped, as it were, at the sound, and I rushed into the street. The old inhabitants, in answer to my numerous inquiries, said it was only a blast in the neighbouring mines. They had become used to such sounds; but this was not satisfactory to me. The mines were to the east, and the wind was blowing a hurricane from the south-west. It was not the miners, "fifty fathoms underground." But what could it be? Hark, again! "Boom" came the sound of a gun distinctly from the seaward. I bounded out and rushed up the cliffs; but when there, I found that the gale was stronger than I. No mortal man, much less a boy, could face it unaided. I was obliged to lie down and crawl along to a point where a low wall would shelter the body from the force of the wind. There, crouching down and resting my telescope on the wall, I endeavoured to find some sign of the vessel whose guns now broke with appalling regularity on the ear. My eyes were not used to the haze and foam-drift; but even an old seaman who joined me failed to discover the whereabouts of the vessel, for it was evident that the guns were fired, as signals of distress, from some storm-tossed vessel.

We turned wistfully round, and again our anxious eyes endeavoured to pierce the mist. The boom of the gun was evidently nearer at hand, but no sign could be discerned of the stricken ship. A crowd of fishermen and miners now assembled, and their hard, weather-beaten faces showed signs of anxiety. They were willing to afford such aid as was possible, but, alas! aid there was none. The nearest life-boat station was twelve miles off. However, not a moment was lost in despatching a mounted messenger to inform her of the dangerous position of the vessel. Meanwhile, we knew that there were throbbing human hearts close to us in dire extremity; but we were helpless. No boat could be launched through the raging surf; even the dashing cutter belonging to the coastguard would be disabled in a moment, if they were mad enough to try to launch her. It was heart-sickening to think of our utter inability to aid; and we feared, in the absence of the Life-boat, that we should see the agonising spectacle of our fellow-creatures' death-struggle. But this was not to be. The gun was no longer heard. With our senses at the utmost tension, we strained our eyes and ears towards the heaving waters. We could see nothing but the waves and vapour, and our ears drank in but a faint cry which came over the surface of the raging sea. It might have been but the shriek of the sea-bird; but my thoughts travelled to the labouring ship and the struggling crew in that war of waters.

Later on the fog suddenly lifted and showed us a smart-looking brig, beating against the gale not more than four or five miles off. This was evidently not the vessel we had heard in the forenoon; still, she was obviously unable to battle with the gale. The night was closing in, yet in the intervals of the mist we could see the struggles of the gallant little vessel to keep her head to the wind; yet, at the same time, perceptibly nearing the shore. Still she made no sign of distress. At last we saw her foresail rent into ribbons, and her head forced round to the shore. We knew then, instinctively, that the fight was all but over.

We rushed to the beach. Our only hope was to prevent her going on the rocks on either hand; for if she did so, her fate would be similar to the proud vessels of the Spanish Armada, which found an end on the same coast—neither vessel nor people could be saved. The vessel was now distinctly perceptible from the beach, and doubts arose as to whether she could keep sufficiently to windward to make the sand of the strand. Again came the boom over the water. Now we were prepared for it; we could even see the flash ere we heard the report. We waited but for this, and loud over the din of surging waters went the answering gun into the darkening night. Almost immediately we fired a blue light as a beacon, to guide the storm-tossed, if not to a haven of safety, to the least inhospitable spot on that inhospitable shore. We could see the sailors on board wave the binnacle-lamp, and then, with bated breath, we watched the catastrophe. Onward came the doomed vessel, seeming to increase in size and bulk, in the darkness, as she rose to the crest of each successive wave; and as she rolled, her top spars seemed to come over our heads in the darkness; yet we knew she was as yet in deep water.

Where would she strike the fatal earth? Where? We had scarcely time to think. A few yards more or less would, we knew, make the difference of perhaps a dozen lives. It was now dark; but we could make out distinctly both the hull and rigging of the brig when they were relieved against the whitening foam. It seemed an age, but it was only a few seconds, ere we saw her tall spars totter, and we felt the vibration along the shore. She had struck at last; and we mentally thanked that overruling Providence which guards both sailors and landmen that she had not struck on the Lady's Rock.

Away we ran along the beach, for the tide rising fast, added to the force of the tempest, had carried the brig, in that brief space of time, more than a quarter of a mile to leeward. Then again she struck with immense force, her rigging broke asunder, and we saw her gradually settle down on the bank at some distance from where we stood. The enormous waves began to break over her; but we could not discover a sign of life—not a glimmer of light could be discerned on board of the ill-fated vessel. All was silent and quiet as death. The waters boiled around like a seething cauldron. The hardy coastguard stood there ready with ropes and other appliances to aid the distressed; but no sign of them was apparent. We all stood on the shore watching anxiously when some dark object was seen to be struggling with the waves; expectation ran high, but it only proved to be a part of the rudder. At last an opening was observed which gave a chance of reaching the vessel; the waves had receded, and had left the ship apparently dry. A dozen ready volunteers dashed forward, but they were met by the surging billows which came back with renewed force; and these strong men were hurled like corks to our very feet, drenched to the skin, bruised on the shingly beach, and taught a lesson which they doubtless long remembered. It was indeed a wrestle with the waves and with death.

A new danger threatened us. Loud and prolonged shrieks came from the barren strand behind us. We turned round and found that the sea had broken through the storm-wall, and we were all surrounded by the foaming surf. We stood upon a small spot of land, which seemed like an island in the midst of the raging sea. The tide had more than an hour to run, and unless the storm abated we should be washed away from our vantage-point. We were in the centre of a heavy and threatening mass of foaming

waters. Dark though it was, we could see that the water had reached the village behind, for each cot and cabin stood like a black patch on the foam. A council was held, when it was resolved that those who had been in the water should endeavour to reach the village through the surf, and reassure the friends whose cries added to the terror of the scene, for they thought all were lost. The struggle through the mingled sand and water was an arduous one. The shrieks became louder, for only half-a-dozen heads and figures could be seen in the water. The wives of the coastguardsmen were loud in their lamentations for their lost husbands; they, like Rachel, refused to be comforted, even when assured of the safety of their husbands on the sand-spit.

Thus the night passed on. Nothing more could be done; we had only to wait patiently the arrival of the Life-boat, which was coming over hill and dale, drawn by six horses, in a tempest that was enough to overpower both man and beast. At last the arrival of the boat was announced, and loud were the acclamations of delight of every one at her appearance. No time was lost in arranging for the launch of the Boat, and after some difficulty that was successfully and skilfully accomplished. It was now very late at night, and, after some most difficult and perilous attempts to reach the vessel, the crew were ultimately rescued. They were so exhausted and half-drowned, that they could hardly stand on their feet when they reached the shore. We comforted them; fed and housed the poor Arab

sailors. The ship was the *Selim* of Beyrout, and the bright sun shone the next morning on the wreck. The poor captain had lost his all. The crew went on their way, relieved and grateful, to find other ships to sail other voyages, with a more prosperous termination, we hoped.

I could not forget, however, the cry which I heard in the morning; it rang in my ears with a strange pertinacity. I wandered along the tall and rugged cliffs, and found each beach strewn with the waste of the storm; even the rocks were wreathed with the coarse sea-wrack and the flotsam and jetsam of the ocean. Here and there the poor were searching for firewood and some stray relics cast up by the storm. A few fishermen told me that they had seen a small schooner in distress in the storm just before the wailing cry came over the water; then she was seen no more. In the course of the day the body of a poor boy was washed up on the beach. In his hand he grasped a piece of spar, but he had long been dead. Near the spot a seaman's chest was discovered a few days afterwards. The style and similarity of marking the linen showed that it belonged to the boy. In the chest were found a few letters in Italian, which told us of fond motherly love in a far-off Genoese home. Ere I left the neighbourhood I heard with pleasure that the poor mother had received the relics of her son, and had thanked those who had given the body a decent burial. It was my first and last shipwreck, and formed a remarkable termination of my first holiday in Ireland.

J. T. BURGESS.

THE WRECK REGISTER AND CHART FOR 1872.

In accordance with the practice observed in the columns of the *Life-boat Journal* for many years past, we now present to our readers a synopsis of the return, just published by the Board of Trade, of the wrecks and casualties which occurred on our coasts, and in the seas of the British Isles, during the past year.

As usual, the materials from which these valuable facts are compiled are from Reports furnished by the officers of Coast-guard, and the Receivers of Wreck; and they possess at the present time unusual significance.

We lament to find that the number of

shipwrecks on our coast in 1872 exceeded that of the previous year by 383, the total of the past year being 1958. Of course the number of wrecks, casualties, and collisions is largely dependent on the state of our commerce, and on the frequency or infrequency of heavy storms during the year; and thus this great increase (383) in the year's list of disasters may be accounted for.

The following Table shows the number of casualties on and near the coasts of the United Kingdom which were attended with loss of life, and the number of lives lost, in each year since 1862, distinguishing British and foreign vessels:—

	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.
British vessels . . .	130	129	96	147	172	245	177	183	101	116	100
Lives lost . . .	617	533	475	597	792	1,106	720	800	676	530	487
Foreign vessels . . .	16	22	12	17	27	34	19	28	23	19	25
Lives lost . . .	73	87	41	101	104	227	104	133	98	96	103
Total vessels . . .	146	151	108	164	199	279	196	211	124	135	125
Lives lost . . .	690	620	516	698	896	1,333	824	933	774	626	590

It will be seen that of the casualties in 1872 about 1 out of 16 resulted in loss of life.

The heavy gales that have taken place on our coasts from 1859—when the *Royal Charter* and 342 other ships were wrecked in the October great storm of that year—to the end of 1872, are recorded with great precision in the Register.

The storms that proved most destructive to shipping on our coast last year are thus recorded:—January 1st–4th, from S.E. to S.W. in the north, and S. to W.S.W. elsewhere. 17th and 18th, strong S. to W. gale, felt more or less on all coasts, but chiefly in the west. From 22nd to 24th, S.W. gale on the southern coast. In February there was no gale very destructive to shipping, nor in March until the 27th and 28th, when there were strong southerly gales on the south and south-west coasts. On April 21st, N.E. gale on both west and east coasts. On September 27th and 28th it blew a S.W. gale in the west and south. October 10th and 11th, gale from the S.W. to W. in the west and south, subsequently veering to N.W. in the west and blowing heavily. November 6th and 7th, S.W. gales in the Channel, and on the 10th heavy northerly gale, commencing in the west and extending to all but south coast. 21st to 23rd very heavy gale from S. and S.W., felt on all coasts. On the 8th and 9th of December there were unusually strong gales on all but the most northern coasts, E. to S.E., then N.W. in the north-west. S.W. to W. elsewhere,—this gale and the one on the 21st–23rd November were the two most destructive to shipping of the year.

In the fearful work of destruction on our coasts during the storms of the year, there were no less than 2,381 vessels involved, representing a registered tonnage of 581,000. The number of vessels wrecked in 1872 had increased on the previous year by 392. It should here be explained that the number of ships represented in the wrecks, casualties, and collisions of the year, is greater than the number of casualties, because, in each of the 409 cases of collisions, two or more vessels of course were involved.

Of the 2,381 ships, 1,878 are known to have been ships belonging to Great

Britain and its dependencies, with British certificates of registry; and 430 are known to have been ships belonging to foreign countries and States. Of the remaining 73 ships, the country and employment are unknown. Of the British registered ships, 1,156 were employed in the British coasting trade, and 722 were employed in the (over sea) Foreign and Home trade. Of the ships belonging to foreign countries and States, 19 employed in the British coasting trade met with casualties.

Of the total number of wrecks, &c. (1,958), reported as having occurred in 1872 on and near the coasts of the United Kingdom, 409 were collisions, and 1,549 were wrecks and casualties other than collisions. Of these 1,549 wrecks, strandings, and casualties other than collisions, 439 were wrecks, &c., resulting in total loss, and 1,110 were casualties resulting in partial damage more or less serious. The whole number of wrecks and casualties other than collisions on and near our coasts reported in 1871 was 1,224, or 325 less than the number of wrecks, strandings, and casualties other than collisions in 1872.

The annual average in the United Kingdom for seventeen years, including 1872, for wrecks other than collisions, resulting in total losses, is 472, and for casualties resulting in partial damage, 748. As against this the numbers for the year 1872 are, for total losses, 439, and for partial damage, 1,110.

Of the 439 total losses from causes other than collisions, on and near the coasts of the United Kingdom in 1872, we find that 159 happened when the wind was, as appeared from the Wreck Reports, at force 9 or upwards (a strong gale), and are classed in the several returns as having been caused by stress of weather:—56 arose from defects in the ship or in her equipments (and of these 56 no less than 40 appear to have foundered from unseaworthiness); 109 appear from the Reports made by the officers on the coasts to have been caused by inattention, carelessness, or neglect, and the remainder appear to have arisen from various other causes.



SUMMARY

In 1872 the Number of Vessels wrecked on the coasts and in the seas of the United Kingdom was 2381 and the loss of Life as far as can be ascertained 590.

	Life Boats	Mortar and Rocket Stations	
There are	198	195	in England.
	34	38	Scotland.
	29	49	Ireland.

WRECK CHART OF THE BRITISH ISLES

FOR
1872.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.
OF THE
ROYAL NATIONAL LIFE-BOAT INSTITUTION.

- SIGNIFIES A CASUALTY.
- ★ REPRESENTS A LIFE-BOAT.

Scale of Nautic Miles

10 0 50 100



Standage & Co Lith. Old Jewry London.

Of the 1,110 casualties, *i.e.* cases of partial damage from causes other than collisions, on and near the coasts of the United Kingdom, it appears that 524 happened when the wind was, as reported, at force 9 or upwards (a strong gale), and are included as having been caused by stress of weather; 229 arose from carelessness; 157 from defects in the ship or her equipments; and the remainder appear to have arisen from various other causes.

The total number of ships which, according to the facts reported, appear to have foundered or to have been otherwise totally lost on and near the coasts of the United Kingdom from unseaworthiness and unsound gear, in the last eleven years, is 580; and the actual number that came to so disgraceful an end in 1872 was 56. Again, the number of casualties arising from the same causes during the past

eleven years, and resulting in partial damage, was 812—last year alone producing 157 cases of this disreputable class.

We venture to say that every effort should be encouraged, whether made through the exertions of the Board of Trade, Mr. PLIMSOLL, or any other channel, to check so discreditable a state of things.

Now let any one consider the following Table, compiled carefully from official returns—published with the sanction of the Board of Trade—and say if the period has not fully arrived when the most stringent measures should be enforced by law to check such wholesale destruction of valuable property, and still more valuable, the priceless lives that are too often sacrificed on these distressing occasions. The Table to which we desire to call particular attention is as follows:—

SHIPS.	NUMBER OF VESSELS WRECKED FROM 1866 TO 1872, INCLUSIVE.						
	1866.	1867.	1868.	1869.	1870.	1871.	1872.
Fishing smacks	— 116	— 188	— 131	— 153	— 83	— 120	— 95
Colliers laden	726	713	610	691	491	506	717
Colliers in ballast	129	242	160	183	88	115	96
Metallic ores	141	110	127	139	126	160	147
Stone ores	154	150	147	187	115	117	137
Ships with other cargo's, and other ships in ballast	— 1,023	— 1,110	— 986	— 1,241	— 962	— 909	— 1,189
Total ships	2,289	2,513	2,131	2,594	1,865	1,927	2,381

Every one must acknowledge that Wrecks and loss of life will never cease. For when science, care, forethought, good seamanship, and good men, have done their utmost, there will still remain a wonderful residue of maritime disaster, so long as dark nights, wild storms, and dangerous coasts exist: and thus there will ever be lives to be saved. But what we should all strive our utmost to achieve is, that man's neglect and man's avarice should be permitted to hold out no helping hand to the powers of destruction, and that there should be suffered to live no enemy in the camp.

The Register proceeds to state that, during the ten years ending in 1872, disasters on and near the coasts of the United Kingdom to comparatively new

ships bear, as usual, a very high proportion to the whole number; and that, during the year 1872, 211 wrecks and casualties happened to nearly new ships, and 374 to ships from three to seven years of age. Then there are wrecks and casualties to 481 ships from seven to fourteen years old, and to 666 from fifteen to thirty years old. Then follow 298 old ships from thirty to fifty years old. Having passed the service of half a century, we come to the very old ships, *viz.*, 47 between fifty and sixty years old; 24 from sixty to seventy; 17 from seventy to eighty; 4 from eighty to ninety; 5 from ninety to a hundred, and 2 upwards of 100. The ages of 252 are unknown.

There can be no doubt that, on account of recent agitation, the rapid increase of

Steam Colliers, and other potent causes, old ships are rapidly being withdrawn from the trade, and that the period is fast approaching when we shall hear no more of ships in the carrying trade of the United Kingdom above 100 years old. It is somewhat singular that no trace of the age of 252 of these disasters in one year can be given.

Of the 2,381 vessels lost or damaged on and near the coasts of the United Kingdom in 1872, 88 were rigged as ships, 211 were steamships, 649 schooners, 357 brigs, 409 barques, 242 brigantines, and 124 smacks; the remainder were small vessels rigged in various ways. Of the 2,381 vessels referred to, 911 did not exceed 100 tons burden, 836 were from 100 to 300 tons, 418 were from 300 to 600 tons, and 216 only were above 600 tons burden.

The following list shows the parts of the coasts on which the wrecks and casualties, on and near the shores of the United Kingdom, happened; it will be seen that, as usual, the greatest number occurred on the East Coast. The numbers are as follow:—East Coast, 885; South Coast, 276; West Coast, 516; N. and W. Coast of Scotland, 44; Irish Coast, 198; Isle of Man, 20; Lundy Island, 9; Scilly Isles, 10.

The Wreck Chart of the British Isles, which accompanies our Article, clearly shows the chain of calamities which encircles the coast. The black-dots which cluster all round it, and which at certain points—as the preceding list indicates—stand in dense groups, and then thin away to a single file, define the positions of the shipping casualties of the year (1872). They are thickest on the Eastern Coast. Beginning at the Firth of Forth, we find that the shores of that estuary have numerous dots, while the Bass Rock has a little group in its neighbourhood, and there is a thin sprinkling along the coast till we get to Hauxley, and thence to the mouth of the Tyne.

Here are the first considerable groups on this line of coast, followed by others off Sunderland, and at the mouth of the Tees,

and then a considerable number along the rocky coast from Saltburn to Whitby—Scarborough and Filey then have a group of their own, while Flamborough Head and Bridlington show a large number of disasters.

The low-lying Yorkshire shore from Bridlington to Spurn Head shows but few wrecks, but off the Humber, and along the coast of Lincolnshire as far as Theddlethorpe, there is another heavy list of casualties. Thence southward to Boston Deeps, and round the Wash, they are not very frequent, but along the northward coast of Norfolk the casualties are rather numerous. A large group occurs just as the coast again trends to the south; and all along the Eastern Counties, from Yarmouth to Dunwich and Misner Haven, the wrecks lie thick together. They are pretty frequent as we pass down to Harwich, and along the Essex Coast, and the mouth of the Thames brings a large contribution to the tale of shipwrecks. The coast of the Channel from the North Foreland to Dungeness Lighthouse, including the Goodwin Sands, is very thickly dotted, as usual, with the marks of destruction.

Along the South Coast the calamities are comparatively few. There is a small group at Beachy Head; a few round the Isle of Wight; Durlleston and St. Alban's Head are also just spotted, and a large sprinkling lies around the Bill of Portland. From thence the beautiful coasts of Dorset and Devon seem almost clear; there are, however, several dots off them in the Channel, and a few off the Start Point. We then get round to Plymouth, where they cluster again. The Eddystone, well marked out by its splendid lighthouse, is no longer terrible; but between it and the Breakwater is a distressing group of casualties. Then the coast is almost clear till Deadman's Point is reached, and the Lizard is almost in sight, and then groups fringe the shore up to the Land's End. The northern coast of Cornwall is comparatively clear. There are a few round Lundy Island, some more near Ilfracombe, and many more as Weston is passed. As the important Port of Bristol

is approached, they largely increase, the Bristol Channel furnishing one of the most dense groups in this year's Wreck Chart.

A considerable number are also seen on some portions of the Welsh coast. The peninsula of Pembrokeshire is largely spotted round, and all along the Western Coast, from St. David's Head to Carnarvon Bay, the wrecks of the year have somewhat increased. They gather more thickly again round the Isle of Anglesea; and then, farther north, other large groups lie outside the mouths of the Mersey and the Dee, and along the Lancashire Coast as far as Southport. Thence northward the line is simply a broken chain of single spots, which gather rather thicker as we near the Clyde, and then die away till the whole of the Hebrides show but four—two on South Uist, one on North Uist, and the fourth at Northern Stornoway; while off the Orkney and Shetland Islands, we find that 14 disasters occurred last year; and on the North and East Coasts of Scotland, down to Anstruther, we count the sites of nearly 60 wrecks.

On the Northern, Eastern, and South-Eastern Coasts of Ireland, from Lough Swilly to Cape Clear, the work of destruction has been somewhat busy, as is shown on the Chart, the marks clustering around the important ports of Belfast, Dublin, Waterford, and Cork; while on the whole of the West Coast of Ireland, which is not much frequented by ships, we find only 17 wrecks.

The winds that have been most destructive to ships in 1872 on and near the coasts of the United Kingdom, will be seen by the following list:—

N., 58; N.N.E., 71; N.E., 87; E.N.E., 52; E., 43; E.S.E., 23; S.E., 101; S.S.E., 91; S., 117; S.S.W., 233; S.W., 307; W.S.W., 173; W., 132; W.N.W., 91; N.W., 97; N.N.W., 44.

In 1872 the very large number of 947 wrecks took place, 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. Now

this is a very sad comment on the handiness and skill of our seamen, representing, as it does, an increase of 91 wrecks from these causes on the year 1871. Again, 365 wrecks happened with the wind at forces 7 and 8, or a moderate to a fresh gale, when a ship, if properly found, manned, and navigated, can keep the sea with safety; and 622 occurred with the wind at force 9 and upwards, that is to say, from a strong gale to a hurricane. In other words, 947 happened when the wind was such that a ship could carry her top-gallant sails; 365 when a ship ought to be well able to hold her course; and 622 with the wind at and above a strong gale.

We should not omit to mention, however, that fogs, miscalculation of the strength and direction of the tides, neglect of sounding, and general greater carelessness during fine weather, are probably accountable for a large proportion of the wrecks and casualties during the prevalence of moderate and light winds and calms.

The total number of river casualties in 1872, was 306, of which 35 were total losses. Of these casualties, collisions numbered 156, foundering 10, strandings 102, and miscellaneous 38. In the 306 casualties, 240 were to British sailing vessels, 182 to British steam vessels, 43 to foreign sailing vessels, and 8 to foreign steam vessels. The number of lives reported to have been lost is 36.

We lament deeply that the number of collisions last year off our coasts, as before stated, should have been so large as 409, being an increase of 58 on the preceding year. 24 of these collisions were between two steamships both under weigh, and 24 of the 156 in harbours and rivers, were also between two steamships both under weigh.

As regards the loss of life, the returns show that the number of lives lost from wrecks, casualties, and collisions on or near the coasts of the United Kingdom in 1872 was 590. This is 136 less than the number lost in 1871, and, happily, less than the number lost in any year since 1864. The lives lost in 1872 were lost in 125 ships; 83 of them were laden vessels,

39 were vessels in ballast, and in 3 cases it is not known whether the vessels were laden or light. 102 of these ships were entirely lost, and 23 sustained partial damage. Of the 590 lives lost, 87 were lost in vessels that foundered, 67 through vessels in collision, and 325 in vessels stranded or cast ashore. The remaining number of lives lost (111) were lost from various causes, such as by being washed overboard in heavy seas, by explosions, &c.

From the Table showing the parts of the coast of the United Kingdom on which loss of life happened, it is seen that, whilst the largest number of wrecks, &c., happened on the East Coast, the greatest loss of life during the ten years ending in 1872 occurred, as usual, in the Irish Sea, the great highway to and from America.

We have thus analysed briefly the facts brought under our notice by this important national document, and have shown that the number of wrecks and casualties last year was 1,958, being an excess on that of the preceding period of 383.

Nevertheless it is most gratifying to find that the loss of life from these disasters was much less than that arising from those of 1871. In 1872 the loss of life from 1,958 wrecks on our coasts was, as we have said, 590; while in 1871, from 1,575 disasters on our coasts, 626 sailors and others lost their lives.

We are thus impelled to call renewed attention to the great services which the NATIONAL LIFE-BOAT INSTITUTION continues to render to shipwrecked sailors on the coasts of the British Isles. Such services are often given amidst the greatest danger to the hardy men who so readily, through gloom and storm, man their Life-boats. Some conception of the character of these services can be formed from the accounts given at pages 568-74 of the doings of the Ramsgate, Walmer, Abersoch, and other Life-boats last winter; and probably the battle will have to be

renewed scores of times by many a Life-boat during the present winter, on behalf of the distressed mariner or fisherman.

The Institution has now a noble fleet of 235 Life-boats under its charge—and has contributed, since its first establishment, to the saving of more than 22,000 persons wrecked on our coasts. There are also 28 private Life-boats on the coasts, belonging to harbour trustees, beachmen, and others.

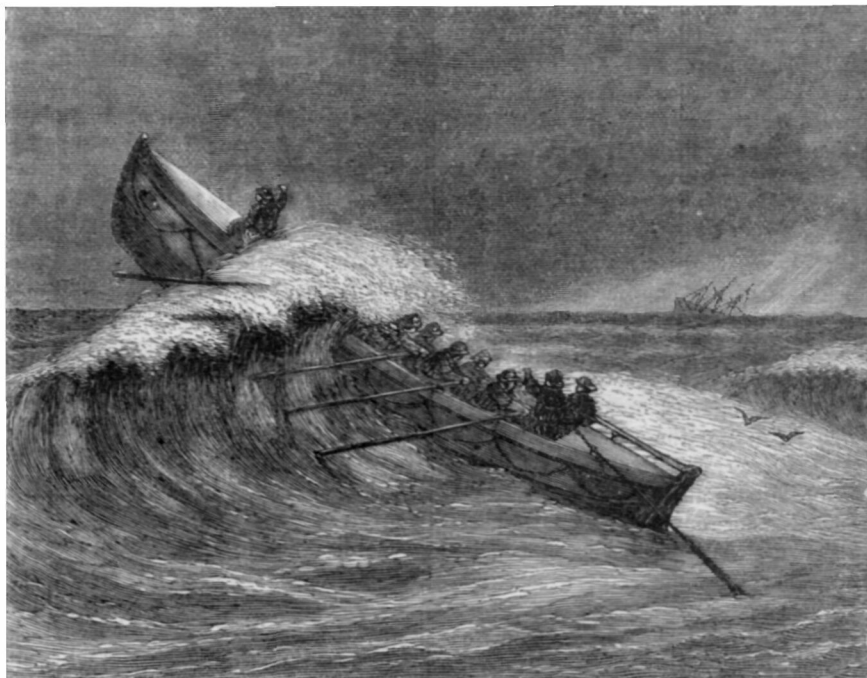
Again, the Board of Trade has on the coasts of the United Kingdom 281 sets of rocket and mortar apparatus, wholly provided and paid for out of the Mercantile Marine Fund.

Eight Volunteer Life Brigades and 143 Volunteer Life Companies have been formed, for the purpose of enabling persons residing on the coasts of the United Kingdom to acquire a knowledge of the rocket apparatus, and of the method of using it in cases of shipwreck, independently of, or in co-operation with, the Coastguard and the Receivers of Wreck.

Everywhere, the crews of the Life-boats of the Institution, as well as the Coastguard men and Volunteers who work the rocket apparatus, express the utmost confidence in the Life-boats and in the apparatus—both means contributing every year to the rescue of hundreds of lives that must otherwise inevitably have perished, no less than 4,634 lives having been saved on our coasts by those appliances, and other means, during the storms of the past year.

We therefore urge, with more confidence than ever, on all who regard the sacredness of human life, the duty, and even the privilege, to help forward the NATIONAL LIFE-BOAT INSTITUTION—an Institution which, as we have shown above, has brought relief to thousands of sailors in their direst distress—who, in its absence, instead of being still valuable members of the community, would long since have been lost in the raging tempest, leaving in too many cases widows and orphans to lament their untimely end.

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



GORLESTON, SUFFOLK.—The first Life-boat service in the year 1872 was, that on the 1st January, by the boat on this station, it happening to be the only service performed by a Life-boat of the Institution on New Year's Day, 1872. The schooner *Sybil*, of Yarmouth, bound to that port from the North, with coals, was entering the river Yare in tow of a steamer, when the tow rope parted, and she drove on the North Sand. The wind was blowing fresh from the S.S.W., and a high sea was running at the time. Signals of distress having been hoisted by those on board the vessel, the Life-boat *Leicester* put off and saved them, 5 in number. The schooner afterwards became a total wreck.

GREAT YARMOUTH.—Early on the morning of the following day, the large Life-boat on the adjoining station of Yarmouth, named the *Mark Lane*, was called out by signals of distress shown from the brig *Marie*, of Colchester, which was in a sink-

ing state in Yarmouth Roads in a strong wind from the S.S.W., and a high sea. The Life-boat men were at once requested by the Master to endeavour to save the vessel; accordingly some of them went on board, and after six hours hard work at the pumps the brig was freed of water, and then taken safely into harbour.

Two days afterwards the same Life-boat was again launched during a gale from the S.S.W., and in a heavy sea, and assisted the barque *Ellen*, of Llanelly, into a place of safety, she being in distress at the time. It was not without great risk that the Life-boat could be got afloat on this occasion on account of the high surf sweeping over the beach.

The small Life-boat on this station, the *Duff*, did good service on the 22nd March in saving the Master and crew of 7 men from the brig *Viscount Lambton*, of Rochester, which had gone on Yarmouth Beach, near the North Star Battery, during a gale from the E.S.E., and in a very heavy sea.

Again, on the 9th December, the *Duff* was taken off to the brig *Rusco Castle*, of London, which was in a distressed condition on the edge of the Scroby Sand, while it was blowing a heavy gale from the W.S.W. Fortunately, with the assistance of a steamer, the Life-boat was enabled to get the vessel and her crew of 7 men safely into harbour.

While she was rendering this service, the *Mark Lane* Life-boat had gone off to a vessel which had sunk in the Roads, but no traces could be found of the crew of that ill-fated ship. The boat was returning when she was hailed by the schooner *Isabella Granger*, of Whitby, which, while riding at anchor in Yarmouth Roads, opposite the Monument, had lost anchors and chains. Some of the Life-boat men having boarded this vessel, and the services of a steam-tug secured, she was also got into harbour, after the lapse of some hours.

MARYPORT, CUMBERLAND.—On the afternoon of the 4th January, a small schooner, called the *Cygnets*, of Workington, with a cargo of slates, was making this harbour when she struck on the North Bank, and afterwards drifted behind the North Pier. It was blowing a fresh gale from the W.S.W. at the time. When the perilous position of the vessel was observed, the Life-boat *Henry Nisason No. 1* was taken to the assistance of the crew of 3 men, all of whom she landed in safety.

ABERSOCH, NORTH WALES.—On the afternoon of the 5th January, information reached this place that a large ship, with her foremast gone, was in distress in Cardigan Bay, about eight miles to the southward of Pencilan. The wind was blowing very strong at the time, with terrific showers and squalls, and a very heavy sea was running. Nevertheless, the Abersoch Life-boat *Mabel Louisa* was most promptly got out and launched, and in about three hours she succeeded in reaching the vessel, which proved to be the ship *Ireland*, of Liverpool, 975 tons, bound to that port with a valuable cargo of rice and cotton. It afterwards appeared that on New Year's Day she had been abandoned by the Master and crew, all of whom were landed at Cardiff and Newport. At that time the weather was very bad, and she was said to be in a most perilous condition, the cargo having

shifted, and there being a quantity of water in her hold. The vessel afterwards drifted along at the mercy of the wind and waves; and, on the weather moderating somewhat, two or three steamers took hold of her at different times, and tried hard to tow her into harbour, but failed to accomplish their object. Six men belonging to one of them—the *Egret*—managed to board the ship, but four out of the six abandoned her again at the command of their captain. The two others remained on board until she drifted into Cardigan Bay, when she was seen by the steamship *Rebecca*, of Portmadoc, which endeavoured to tow her from her dangerous position. By that time she was fast driving, broadside on, towards the rocks off St. Tudwall Island, called the Half Tide Rocks, which were only about two or three miles under her lee. The moment the hawser became tight, however, it snapped, although it was a nearly new 6 or 7-inch Manila rope. There was no other hawser available, and, as the weather would not allow the ship to be boarded from the steamer, a gale of wind still blowing from the S.S.W., she could only remain by her for some time, until the Abersoch Life-boat was seen approaching, when the steamer took the boat in tow to the ship; and, after a long time, some of the crew of the Life-boat succeeded, though with considerable danger and difficulty, in getting on board the *Ireland*, the wind by that time having shifted to the N.W., although it blew with unabated violence. Another tow rope was then got to the steamer, but it quickly parted, and the *Rebecca* then proceeded to St. Tudwall Roads, where some vessels were lying at anchor; and from them she procured two fresh hawsers, one of which was then attached to the *Ireland*, by means of which she was towed as far as the Roads; but before she could be brought to an anchor that hawser also parted. With the fourth one, however, she was eventually got to a place of safety. Meanwhile those of the Life-boat crew who had boarded the ship, and others who were transferred to her from the *Rebecca*, had put things in order on board and set some sail; and with their help the vessel was safely anchored at 6 o'clock on the morning of the 6th Jan. She was ultimately towed

to Liverpool by a steam-tug employed by the owners, after the water had been pumped out of her. It is hardly necessary to add that the crews of the steamer and the Life-boat, and those who had gone to her from the *Rebecca*, encountered considerable risk, besides which they underwent very great exertion and fatigue; but, fortunately, their bravery and perseverance were rewarded by their saving from total loss a vessel and cargo which were admitted to be worth over 12,000*l*. In addition, the two men of the *Egret* would certainly have been lost with the ship but for these services.

Another excellent service was performed by the Abersoch Life-boat, on the night of the 23rd November last, when she was the means, while the wind was blowing a furious gale from the W.S.W., at times approaching a hurricane, of saving the crew of 4 men from the schooner *Maria*, of Aberystwith, which had stranded on Castellmarch Beach. It was said that this was the worst weather the boat had ever been out in, and, owing to the heaviness of the gale, the very high sea that was running, and the darkness, it was not until three unsuccessful attempts had been made that the Life-boat was enabled to reach the wreck; and while performing this gallant service, she was three times filled by the heavy seas, which were, however, speedily self-ejected through the patent relieving valves with which these boats are fitted. The Life-boat was out all night engaged in this perilous work, she having been launched at 9 o'clock in the evening, and not getting back to her station until 6 o'clock on the following morning.

THE LIZARD, CORNWALL.—On the 10th Jan. the steam-tug *Slasher*, of Liverpool, while on her way to that port with the ship *Bolton Abbey* in tow, fell in, about daybreak, with the schooner *Vanguard*, of Carnarvon, which had been in collision with a foreign barque, and was in a disabled state. She accordingly took her in tow also, and it was decided to make for Falmouth; but the weather being thick the master of the steamer was anxious for a pilot, and he therefore hoisted signals, which brought out the Lizard Life-boat to his assistance. Finding that only a pilot was needed, one of the crew of the Life-boat was placed on board the

steamer, and the boat returned to its station. The three vessels, piloted by the Life-boat man, were afterwards taken into Falmouth Harbour in safety.

PORTHOUSTOCK, CORNWALL.—The barque *Cabinet*, of Newcastle, went on the Manacle Rocks, off the Cornish coast, on the night of the 11th Jan., after she had been detained in the Channel for more than a week through stress of weather. It was blowing strongly at the time from the S.S.W. The crew of the Life-boat *Mary Ann Story* assisted ashore 6 of the crew who had taken to their boat; and they reported that their ship was a total wreck, and that five of their comrades were in another boat, with only one oar on board. The Life-boat was thereupon quickly got out, and proceeded before daybreak in the direction of the rocks, through a heavy ground sea, and, after a long search in the darkness, she came across the men, who were fortunately heard, and rescued from their perilous position. They had made several attempts to land, but were unable to do so on account of the heavy sea running at the time.

BROOKE, ISLE OF WIGHT.—A ship was seen with a signal of distress flying about half a mile to the eastward of this place on the 11th Jan., and the Life-boat at once proceeded off to her through a heavy ground sea, when she was found to be a Norwegian vessel of 134 tons register, bound from Newcastle to Smyrna with coals. She was in a disabled state, as she had been in collision with a barque. The Life-boat crew boarded her, and rendered all the assistance in their power, and she was ultimately taken to Cowes, one of the boat's crew remaining on board at the request of the master, and the Life-boat itself proceeding with her as far as Blackgang.

COURTOWN, IRELAND.—Early on the morning of the 13th Jan. intelligence was received that a vessel was shewing signals of distress off this place. On the Life-boat *Alfred and Ernest* being taken to the spot it was found that the ship *Idaho*, of Bath, U.S., 1,226 tons, bound from Liverpool to New Orleans with a general cargo, had stranded near the harbour. At the entreaty of the master she brought ashore his wife and child; and nine of the crew also rushed into the boat. In two other trips she

afterwards landed, through a very heavy sea, the master and the remainder of those on the vessel, being 23 lives in all, the boat was fortunately enabled to save from the Wreck.

HOLYHEAD.—On the same evening during a heavy gale from the N.W., the Life-boat *Princess of Wales* on this station put off to the brigantine *Form*, of Liverpool, in reply to her signals of distress, and landed her crew of 6 men. The vessel was in the Outer Roads, and was driving towards the Platter's Rock, at the time, and no other boat but the Life-boat dared venture out to her. The brigantine had parted one anchor, and was dragging the other, but the weather moderated, and she did not drive ashore after all; so the crew were taken off again to her the next morning.

BLYTH, NORTHUMBERLAND.—During a very heavy gale from the S.W. on the same night, signals of distress were shown from the brigantine *Lothian*, of this port, which had grounded on the Seaton Sea Rocks off the harbour's mouth. The Life-boat *Salford* put off, but as it was low water she could not then get alongside the vessel, over which the sea was making a complete breach. Having ascertained, however, that the crew were safe, she encouraged them to hold on, as there was no immediate danger until the flood-tide made, when the Life-boat would be enabled to get to them. Accordingly, some two hours afterwards they were safely landed in the boat.

ISLE OF WHITHORN, N.B.—On the 18th Jan. intelligence was received at the Isle of Whithorn that a large three-masted vessel was at anchor in Luce Bay, in a position of some peril. The *Charlie Peek* Life-boat was thereupon quickly launched through a heavy sea, and, after a hard struggle of many hours, she reached the vessel, which proved to be the ship *Ronachan*, of Glasgow, which had parted from one of her anchors, with 60 fathoms of chain. The captain requested the Life-boat men to take ashore a message for a steam-tug to come to his assistance. The owners of the *Ronachan* defrayed the expenses of this service, which was of a very perilous character.

ST. ANDREW'S, N.B.—During a gale from the S.E., and in a heavy sea, on the 23rd Jan., a schooner was observed to run into

St. Andrew's Bay at daybreak, in the direction of the West Sands, and close to the broken water. On a gun being fired to warn her of her dangerous position she stood about and hoisted a flag for a pilot; and, as no ordinary boat could go off to her, the Life-boat was launched, and after a hard pull she reached the schooner, when, at the request of the master, two of the Life-boat's crew went on board to assist in bringing the vessel into harbour, which was safely accomplished. The Life-boat in the meantime had gone out again to her with a Branch pilot, and while she was entering the harbour had remained by her, with ropes and other appliances ready to render further assistance if needed. The schooner was the *Val*, of Sandness, Norway, bound from Antwerp to Leith in ballast.

FILEY, YORKSHIRE.—Numerous vessels were at anchor under Speeton Cliffs on the 5th Feb., when a gale of wind sprang up from the S.S.E., accompanied by a very heavy sea, and one of them, the schooner *Starling*, of Yarmouth, was seen approaching Filey with signals of distress flying. The Life-boat *Hollon* went off to her, and found she was in a leaky state; she then gallantly saved the whole of the crew, 5 in number.

On the 12th Feb. two of the Filey fishing vessels, the *Admiral Mitford*, and the *Thomas and Mary*, which were in the Bay, sent their small boats ashore with fish, leaving only a man and a boy in each yawl. While the men were occupied on the land the wind increased, and brought up a very heavy sea, and when they attempted to return to their yawls, they found it impossible to do so in their boats, one filling, and the other being nearly capsized, in the attempt. Finding such to be the case, the Life-boat was got out, and being filled with the men belonging to the two yawls and its own crew, it was most successfully launched and the men were put on board their respective crafts.

RAMSGATE, BROADSTAIRS, WALMER, and KINGSDOWNE.—These Life-boats, which are so frequently called out to assist the crews of vessels wrecked on the fatal Goodwin Sands, were instrumental last year in performing the following services to distressed vessels and their crews:—

On the 24th Feb. the barque *Enchanter*,

bound from Shields to Monte Video, and laden with coal, went ashore on the S.W. end of the Goodwin Sands while the wind was blowing strong from the S.S.W. In response to the signals of distress from the Gull and South Sand Head Light-ships, the Ramsgate Harbour steamer *Vulcan* and Life-boat *Bradford*, the Walmer Life-boat *Centurion*, and the Kingsdowne Life-boat *Sabrina*, went off to the Sands through a heavy sea, but, before their arrival, the master of the stranded ship had secured the assistance of a steamer and one of the Deal luggers, and he therefore declined further help. The Life-boats, however, remained by the vessel until she floated and was clear of the Sands, when they returned to their stations.

On the 19th March, the Ramsgate Steamer and Life-boat, and the Broadstairs Life-boat *Samuel Morrison Collins*, saved the crew of 8 men from the brig *Defender*, of Sunderland, which was wrecked on the N.W. spit of the Goodwin Sands during a fresh gale from the N.E., and in a very heavy sea. The Broadstairs Life-boat was the first to arrive at the scene of the wreck, but in running towards the vessel she was struck on the broadside by a tremendous sea, which in a second threw her on her beam-ends to the momentary consternation of her crew. She, however, behaved nobly, and elicited from the brave fellows their hearty approval. She was full of water, but that was soon discharged. By this time she had been driven to leeward of the wreck, and the anchor had to be dropped, prior to a fresh attempt being made to go alongside. Meantime the Ramsgate Life-boat had been towed to windward, both tug and boat shipping much water, and the paddle-box of the steamer being damaged by the heavy seas. That Life-boat was then slipped, sail was made, and when she neared the vessel the anchor was let go, and she veered down abreast of her, when a line being thrown on board, she was hauled alongside between the heavy seas that were breaking over the wreck. In doing this much risk was incurred; the boat, indeed, having her stern damaged through being dashed against the side of the brig. With much difficulty the master and 7 of the crew were saved by the Ramsgate Life-boat; there was

1 man left, and he got into the ship's boat, and slipped down to the Broadstairs Life-boat and was saved.

On the 26th June the Kingsdowne Life-boat went off, in reply to signals of distress from the Light-ships on the Goodwin Sands, to the steamer *Uruguay*, of Liverpool, which had gone on the Sands, and remained alongside the vessel until she floated.

Most admirable service was also performed on the morning of the 16th Oct. by the Walmer Life-boat *Centurion*, as will be seen by the report furnished by the Coxswain of the Life-boat as follows. He says, "It was blowing hard from the southward, with a heavy sea on the beach, when I observed a vessel on the Goodwin Sands; I immediately assembled the boat's crew and launched the Life-boat, and proceeded towards the Sands under a reefed storm foresail. On crossing the South Sand Heads in a tremendous sea, the boat filled seven or eight times, and 2 of our men were nearly washed overboard. After crossing the Sands we kept away towards the wreck, and on nearing her saw she was full of water, with the sea making a clean breach over her. Feeling it would be dangerous to go alongside, we let go the anchor to windward and dropped down towards her: we could see the crew huddled together before the foremast, with the seas breaking over them. On reaching as near as possible, we managed—with the assistance of the loaded cane and line—to get a rope to the vessel, and each man fastening it round his body, we hauled them through the broken sea; but the foremast going, and the seas running higher, when 2 only had been saved by this means, the remaining 2 men took to the mainmast, where there was great difficulty in communicating with them; but in about half an hour the maintopmast rigging gave way, and having hooked the wreck of this, the men were induced to slip down it into the sea, and get hold of the rope that we had secured to the wreck. In this way the remaining 2 men were saved, making in all 4 men, the entire crew of the vessel. They were very much exhausted when taken into the boat. The wrecked vessel was the schooner *Hero*, of London, bound from Newcastle to Truro with a cargo of coals. In less than five minutes after the

men were rescued from their perilous position, the wreck disappeared, and there was not a vestige of her to be seen. We lifted our anchor and proceeded towards the shore, where we hove up at 11 A.M., in the presence of a concourse of people who took hold of the capstan rope and hauled the boat up to the boat-house amidst the cheers of the people." The crew spoke in great praise of the performance of the Life-boat on this occasion.

On the 14th Nov. the Ramsgate Life-boat put off, during a fresh gale from the E., to the assistance of a vessel which had gone ashore on the Kentish Knock. After some trouble, owing to the very heavy sea, the Life-boat reached the vessel, which proved to be the brig *Marguerite*, of Cherbourg, with a crew of 8 men. With much difficulty the Life-boat succeeded, in conjunction with a Margate lugger, in towing the vessel safely into Ramsgate Harbour.

Again on the 14th Dec. the barque *Jenny Lind*, of Aland, sunk on the South-east spit of the Goodwin Sands during a fresh breeze from E.S.E. The Ramsgate Life-boat was launched, and succeeded in saving 2 of the crew. The Broadstairs Life-boat had also gone off to the wreck, but had been anticipated by the Ramsgate boat, and a Deal lugger, which had saved 3 of the crew. When they arrived at the spot they found the vessel sunk, with only her topgallant forecastle and mizenmast above water, and those of the crew who were saved were found lashed in the mizen rigging.

On the following day the Kingsdowne Life-boat put off while it was blowing strongly from the S.W., and remained for some time alongside the ship *Abyssinia*, which had gone on the Goodwin Sands, but which was got off the Sands with the aid of a Deal lugger. The last service these valuable boats performed in 1872 was a very gallant and praiseworthy one, as will be seen by the following account, which is taken from the depositions made by the coxswains and crews of the Walmer and Kingsdowne Life-boats:—

"On the morning of the 17th December, we were summoned by the firing of minute guns and other signals of distress from some vessel on the Goodwin Sands, and at 3 A.M. we launched from Walmer and Kingsdowne simultaneously in the *Centurion* and *Sabrina* Life-boats, the wind blowing heavy from S.S.W., weather thick

with rain. We proceeded in the direction of the signals, and, after encountering a fearful sea, we discovered a large steamship on shore on the inner part of the Goodwin, known as the Callipers. At 4 A.M. boarded the said vessel, which proved to be the *Sorrento* screw steamship from the Mediterranean, with a cargo of barley, and bound to Lynn. The master asked us to remain and float the vessel, if possible. We put on board the greater part of both Life-boat crews, who threw over cargo and carried out an anchor, with a view, if possible, of floating her off the Sands at flowing tide, but the wind and sea increasing, as the tide flowed, she soon became a total wreck, filling with water, and the heavy broken waves making a clean breach over her. At 11 A.M., thinking the two Life-boats, the *Centurion* and *Sabrina*, were insufficient to rescue the whole of the steamer's crew, her ensign was hoisted, Union down, for more assistance, but none came, and at noon the *Centurion* Life-boat, which was then lying alongside, together with some of the steamer's boats were swept away, and the Life-boat was much damaged in her bows by a huge wave breaking bodily over the steamer, sweeping all before it, and causing some of the ship's boats to come in collision with the *Centurion*, which was immediately swept, with the rest of the floating wreckage, into the surf, and to the back of the Sands altogether, leaving the greater part of their crew on board the steamer. The *Sabrina* Life-boat was anchored a short distance to windward, and the coxswain seeing the disaster happening to the *Centurion*, and feeling assured that a heavy loss of life must immediately follow, and that amongst the sufferers must have been his three sons, who had voluntarily accompanied him in the Life-boat, and were put on board the steamer, to try and float her from off the Sands, ordered the *Sabrina* to be immediately run alongside, though it should cost his own life and the rest of his boat's crew. This act was so successfully performed that the steamer's captain and his crew of 20 men, together with the pilot and the Life-boatmen, immediately leaped on board the *Sabrina*, which, with the whole party of no less than 46 persons, immediately sheered off, set a close-reefed foresail, and steered through the heavy boiling surf to the off edge of the Good-

win, where our brethren in the *Centurion* were awaiting us at anchor, and to whom we transferred a necessary portion of the steamer's crew and Life-boatmen from the *Sabrina*, and then immediately proceeded, in company across the Sands in a very heavy sea, round the North Sand Head for Broadstairs, where we arrived in safety at quarter past 2 P.M."

The Ramsgate Steamer and Life-boat had gone out to this wreck, but the other two Life-boats had arrived before them, and their services were not then required. Afterwards the steamer was signalled for, but it was then impracticable for her to go near, on account of the very heavy sea which was breaking completely over the wrecked vessel.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

THURSDAY, 5th June, 1873. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Also the Report of Capt. J. R. WARD, R.N., the Inspector of Life-boats to the Institution, on his recent visits to the Plymouth and Brixham Life-boat Stations.

Also the Report of Capt. D. ROBERTSON, R.N., the Assistant-Inspector of Life-boats to the Society, on his recent visits to the Life-boat Establishments at Bull Bay, Cemaes, Moelfre, Llandudno, Rhyll, Llandulas, Aldborough, and Thorpe.

Reported the receipt of the following special Contributions since the last Meeting:—

	£	s.	d.
Captain J. GREY, late of H.M. Packet Service, Holyhead	50	0	0
A Lady, per J. B. PARKER, Esq., additional	25	0	0
Proceeds of a Musical and Reading Entertainment, at Rugby, per J. RICHARDS, Esq.	10	19	0

—To be severally thanked.

Produced extracts from the following Wills, containing legacies to the Institution:—

	£	s.	d.
The late WILLIAM ROYOU, Esq., of Tottenham (duty free)	500	0	0
The late Mrs. H. M. EDDISON, of Adel, near Leeds (duty free)	200	0	0
The late Mrs. A. K. ELWOOD, of Hurstpierpoint	100	0	0
The late Miss MARIA BAKER, of Surbiton (duty free)	50	0	0
The late Miss MARIA RUSHWORTH, of Hull (duty free)	50	0	0
The late Mrs. SUSAN HILL, of Bristol (duty free)	50	0	0
The late Rev. A. P. BLACK, of The Manse, Frederick Place, Middlesex	25	0	0
The late Mr. JAMES ELVEY, of St. Lawrence, Kent	10	0	0

Reported that THOMAS PEAKE, Esq., of the Tileries, Tunstall, had presented to the Institution 680*l.*, to defray the cost of a Life-boat Establishment.—To be thanked, and the gift to be appropriated to the Rogerstown new Life-boat Establishment—the boat being named *The Tileries, Tunstall*.

Reported the transmission to their stations of the Plymouth and Thorpe new Life-boats.

The Bristol and Exeter and South Devon and Cornwall Railway Companies, and the Commercial Steam-ship Company, had kindly taken the new Life-boats to their respective stations, and had brought back the old boats to London, free of charge.—To be thanked.

Decided that various works be carried out at the Dunwich, Moelfre, and Bull Bay Life-boat Stations, at an expense of 213*l.* 3*s.*

Read letter from Capt. N. KOPITOFF, of the Imperial Russian Navy, Naval Attaché to the Russian Embassy, of the 4th June, requesting the co-operation of the Institution in providing the Russian Life-boat Society with some Life-boats and Carriages, on the plan of the Institution.—To be informed that the Committee readily complied with this request.

Also from the Baron HEATH, Consul-General for Italy, of the 9th May, forwarding a letter from the President of the Central Life-boat Institution recently established in Italy, on the plan of the NATIONAL LIFE-BOAT INSTITUTION of England, describing the progress which that Institution had made.—To be acknowledged.

Also from the Secretary of the Vienna Life-saving Society, of the 29th April, expressing the thanks of the Committee of that Society for the papers which the Institution had supplied to them, and adding that they had decided to request the President, some Members of the Committee, and the Secretary of the NATIONAL LIFE-BOAT INSTITUTION, to allow themselves to be nominated Honorary Members of the Society.—To be thanked.

Also from Messrs. FORRESTER and SON, Life-boat builders to the Institution, of the 3rd May, stating that they had received orders to build a self-righting Life-boat for the Controller-General of the Egyptian Coastguard, Alexandria.—To be acknowledged.

Voted the thanks of the Institution to Captain SAMUEL SANDERS, of Shoreham, in acknowledgment of his past valuable co-operation as the Honorary Secretary of that Branch of the Society.

Reported that the Model Life-boats and other articles which had recently been exhibited by the Institution, at the London Tavern, had been transferred to the International Exhibition, South Kensington.

Paid 1,806*l.* 15*s.* 9*d.* for sundry charges on various Life-boat Establishments.

Voted 18*l.* 4*s.* to pay the expenses of the Grey-stones Life-boat in putting off, during a fresh gale from the E.N.E., on the 17th May, and rescuing 4 persons from the cutter yacht *Nicomis*, of Dalkey, which was in distress off Bray Head.

Also 3*l.* 16*s.* to pay the expenses of the Life-boats stationed at Lytham, Rhoscolyn, St. David's, and Broadstairs, in putting off, in reply to signals of distress from various vessels, which did not, however, ultimately require the services of the boats.

Voted the thanks of the Institution, inscribed on Vellum, to Mr. GEORGE CLARK, fisherman at Crail, N.B., in acknowledgment of his prompt and intrepid conduct in getting out a coble, and, with four other fishermen, saving the crew, of 3 men, of the fishing yawl *Three Sisters*, of Crail, which had been swamped while on her way back to that

harbour, in a very heavy squall, on the 16th April last.

Also 5*l.* to the crew of eight men of the lugger *Florence Nightingale*; of Broadstairs, for going off and rescuing the crew, 23 in number, of the Steamship *Glendale*, of Newcastle, which, during a strong N.N.W. wind on the 27th April, had gone ashore on the south-east spit of the Goodwin Sands.

Also 5*l.* to two boats' crews for putting off and saving two fishing boats and their crews, 4 in number, which were overtaken by a gale from the N.W., while returning from the fishing grounds to Mevagissey, Cornwall, on the 7th May.

Also 2*l.* to 6 men for putting off in a boat and rescuing 4 men belonging to the fishing boat, *Fly*, of Lossiemouth, N.B., which was swamped off that place while it was blowing a strong breeze from the N.E., on the 24th April last.

THURSDAY, 3rd July. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Also the Report of the Inspector of Life-boats on his recent visits to the Life-boat Stations at Braunton, Ilfracombe, Morte, Lynmouth, Weymouth, Guernsey, Alderney, Poole, Chapman's Pool, Kimeridge, Brooke, Brighstone Grange, Bembridge, and Hayling Island.

Also the Report of the Assistant-Inspector of Life-boats, on his recent visits to Blakeney, Norwich, Middlesborough, Redcar, Dunbar, and North Berwick.

Reported the receipt of 600*l.* from J. G. HUBBARD, Esq., of Princes Gate, to defray the cost of the Plymouth new Life-boat, which was to be named the *Clemency*, in memory of his late son, Mr. FRANCIS EDWARD HUBBARD, a midshipman in the Royal Navy.—*To be thanked.*

Also the receipt of a legacy of 450*l.*, bequeathed to the Society by the late Mrs. M. J. ROBERTSON, of Kelso.—*To be acknowledged.*

Also the receipt of the following Special Contributions since the last Meeting:—

	£.	s.	d.
RICHARD THORNTON WEST, Esq., in aid of the support of the West Wittering new Life-boat, additional	50	0	0
Collected at the Bristol Mercantile Marine Office, per Captain THOMAS BROOKS, additional	9	1	2
Collected on board the Union Mail S.S., <i>Natal</i> , per W. C. BARKER, Esq., Contents of Contribution Box, per Captain DRYDEN, of the S.S. <i>Mazeppa</i> (including French, Russian, Italian, Egyptian, Turkish, and other coins)	8	10	0
— <i>To be severally thanked.</i>	1	13	8

Decided, on the recommendation of the Assistant-Inspector of Life-boats, to place a new Life-boat at Blakeney, on the Norfolk coast, in lieu of the present boat, which was found too small to meet the requirements of the station.

A gentleman living at Bradford had presented 510*l.* to the Institution to cover the cost of the new Life-boat, &c., and had promised to contribute a liberal sum annually to defray the expense of maintaining the station.—*To be thanked.*

Decided also, on the recommendation of the Assistant-Inspector of Life-boats, to station a new Life-boat at St. Andrews, on the Scotch coast, in place of the present boat there, which had become unfit for further service.

Also to appropriate the new Life-boat to Miss ELIZABETH SMITHERS, of Newark, who by her indefatigable exertions during the past six years, had succeeded in raising the cost of a Life-boat, which she wished to be named the *Ladies' Own*.—*The best thanks of the Committee were ordered to be conveyed to Miss Smithers.*

Reported the transmission to their stations of the new Life-boats for Arklow and West Wittering.

Read letters from Mr. E. FITZ-GIBBON, Town Clerk of Melbourne, and Mr. SAMUEL GOYNES, of Her Majesty's Coastguard, Littlestone, Kent, calling attention to their respective systems of Distress Signals to be used on occasions of Shipwreck.—*To be acknowledged.*

Decided to forward to His Majesty the Shah of Persia, through the hands of E. B. EASTWICK, Esq., C.B., M.P., various papers relating to the work of the Institution, for the information of His Majesty and those members of his suite who might be interested in such matters.

Paid 1,358*l.* 14*s.* 3*d.* for sundry charges on various Life-boat Establishments.

Voted 7*l.* 19*s.* 6*d.* to pay the expenses of the Arklow Life-boat in putting off on the 2nd May, during a W.N.W. wind, and rendering assistance to the schooner *Hilda*, of Runcorn, which had gone on the Mizen Head Bank.

Also 38*l.* 2*s.* 6*d.* to pay the expenses of the Cemaes, New Brighton, Rhoscolyn, and Brighstone Grange Life-boats in going off with the view of rendering assistance to distressed vessels, which did not ultimately require the aid of the Life-boats.

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

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

Also the Report of the Inspector of Life-boats, on his recent visits to Selsey, Chichester Harbour, Worthing, Shoreham, and Brighton.

Also the Report of the Assistant-Inspector of Life-boats on his recent visits to the Life-boat Stations at North Berwick, Anstruther, St. Andrews, Broughty Ferry, Buddon Ness, Arbroath, Montrose, Stonehaven, Stromness, Thurso, Lossiemouth, Buckie, Fraserburgh, Banff, Peterhead, Southend, and Campbeltown.

Reported the receipt of the following Special Contributions since the last Meeting:—

	£.	s.	d.
Balance of a fund raised for the relief of the families of those who perished at the foundering of the Steam-Ship <i>Leila</i> , near Liverpool, on the 14th January 1865, per CHARLES L. CAMPBELL, Esq.	105	0	1
Ancient Order of Foresters, Annual subscription in aid of the support of their two Life-boats, per SAMUEL SHAWCROSS, Esq.	100	0	0
Trustees of the late THOMAS BOYS, Esq., per G. H. WHITE, Esq., additional	100	0	0
Collected on board the Cape Royal Mail Steamer <i>Northam</i> , per Capt. S. R. P. CAINES	17	7	0
Collected on board the Steam-Ship <i>Windsor Castle</i> , on her homeward voyage from Cape Town, per Capt. J. HOWSON	10	0	0

Proceeds of a collection made after Divine Service in the Camp of the 3rd Administrative Battalion Lancashire Rifle Volunteers at Lytham, on 6th July, per Lieut.-Colonel DGD-DALE and JOHN EDMONDSON, Esq., additional 10 0 0
— *To be severally thanked.*

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

	£.	s.	d.
The late Mrs. S. E. KIPLING, of Ken- tish Town	500	0	0
The late WILLIAM DANFORD, Esq., of Highweek, Devon (duty free)	100	0	0

Decided to replace the present Life-boat on the No. 1 Station at Sunderland by a new boat, and to appropriate the same to the Good Templars Life-boat Fund. The boat itself had been exhibited in the grounds of the Crystal Palace on the 22nd July.

Read letter from Mr. B. F. STEVENS, United States Government Despatch Agent in London, of the 7th July, requesting, on behalf of his Government, the co-operation of the Institution, to build for them a Life-boat on the plan of the Society.— *Decided that the request be complied with.*

Decided that various works be carried out at the North Berwick, Appledore, Portrush, Holyhead, Penzance, and Pembrey Life-boat Stations at an expense of 183*l.*

Reported that the Great Eastern Railway Company had kindly granted a free conveyance over their line to the Gorleston Life-boat Carriage— which had been returned to London for repairs.— *To be thanked.*

The Committee expressed their deep regret at the decease of Captain RICHARD JOACHIM, R.N., and Mr. JAMES BRABAZON, who had severally rendered the Institution valuable co-operation at Lowestoft and Drogheda.

Voted the thanks of the Committee to Captain D. W. STEPHENS and A. B. COWAN, Esq., in acknowledgment of their past kind co-operation as the Honorary Secretaries of the Runswick and Troon Branches of the Institution respectively.

Also to Lloyd's Register of British and Foreign Shipping Society, for their kind present to the Institution of a set of their books for the current year.

Paid 2,366*l.* 17*s.* 10*d.* for sundry charges on various Life-boat Establishments.

Voted 12*l.* to pay the expenses of the Dundalk Life-boat in going off during a S.E. wind, and rescuing 16 men from the barque *Princess of Wales*, of Glasgow, which, while on a voyage from Liverpool to Boston, had struck on Dunany Reef, on the 3rd July.

Reported the services of the Aberdovey Life-boat in putting off while it was blowing from the W.S.W., and assisting to save the fishing smack *Snowdrop*, of Aberystwith, which had stranded on the North Bank, Aberdovey, on the 4th August.

Voted 8*l.* 2*s.* 6*d.* to pay the expenses of the Southend (Cantyre) Life-boat in going out while it was blowing from the S. on the 3rd July, with the view of rendering assistance to the smacks *Alma* and *William Archer*, both of Beumaris. The services of the Life-boat were, however, not eventually required on those occasions.

Also 3*l.* to three men for putting off in a boat, and saving the crew of 7 men of the fishing smack *Lord Palmerston*, of Glasgow, which vessel was wrecked in Watersay Sound, N.B., during a strong wind, on the 17th June. It was also voted to the owner of the boat used in the performance of this service.

Also 2*l.* 10*s.* to ten men for going off in two boats, and rescuing the crew of 5 men of the cutter *Spray*, of Ferryside, Carmarthen, which had shipped a heavy sea, and sunk near Burry Port Harbour, South Wales, during a moderate gale on the 24th June.

Also 2*l.* 10*s.* to Mr. P. JEFFERSON, Coxswain of the Newbiggin Life-boat, and six other men, for putting off in a fishing boat and saving two men who were helplessly drifting to sea in their boat before a strong wind on the 31st July.

THURSDAY, 4th Sept. Sir EDWARD G. L. PERROTT, Bart., V.P., in the Chair.

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

Also the Report of the Assistant-Inspector of Life-boats on his recent visits to Ardrossan, Irvine, Kildonan, Troon, Ayr, Girvan, Ballantrae, Port Logan, Whithorn, Kirkcudbright, Lowestoft, Pakefield, and Norwich.

Reported the receipt of the following special Contributions since the last Meeting:—

	£.	s.	d.
Mrs. MARY ANN BUTCHER, in aid of the support of the Margate and Yar- mouth Life-boats	200	0	0
M. (anonymous)	100	0	0
Covent Garden Life-boat Fund, addi- tional	73	10	0
Mrs. LOWDELL per HUGH GORRINGE, Esq.	50	0	0
Odd Fellows (Manchester Unity) Annual Subscription in aid of the support of their Life-boat at Clea- thorpes, per HENRY RATCLIFFE, Esq.	50	0	0

— *To be severally thanked.*

Decided, on the recommendation of the Assistant-Inspector of Life-boats, to completely renovate the Life-boat Establishment at Irvine, N.B., and to send there a new Life-boat and Carriage, for which a boat-house on a fresh site was to be erected.

Also to name the new Life-boat the *Isabella Frew*, it being appropriated to WILLIAM SOMMERVILLE, Esq., of Bitton Hill, near Bristol, who had, through MARK WHITWILL, Esq., Chairman of the Bristol Branch of the Institution, presented the munificent sum of 1,000*l.* to the Society, to defray the first cost of a Life-boat Station, and to assist in its future support.

Decided also to place a new Life-boat at Seaton Carew, Durham, in lieu of the present boat on that station.

Mr. JOB HINDLEY, of Manchester, through that Branch of the Institution, had generously defrayed the cost (480*l.*) of the new Life-boat, which he wished to be named the *Job Hindley*.— *To be thanked.*

Ordered that various works be carried out at the Rogerstown, Girvan, and Stromness Life-boat Stations, at an expense of 298*l.* 10*s.*

Reported that CHARLES E. MOSER, Esq., of Clapham, W. CARLILE, Esq., of Twickenham, and other gentlemen staying at Broadstairs, had, with the assistance of some ladies, organised an Amateur Concert in aid of the funds of that Branch of the Institution, and that the same had realised 18*l.* 0*s.* 8*d.*— *To be thanked.*

WILLIAM TAYLOR, Esq., late of the Bengal Civil Service, had also painted a Portrait of JEREMIAH WALKER, the Coxswain of the Life-boat, which was sold by lottery for 10*l.*, and the amount handed to the Branch.— *To be thanked.*

Also that Mrs. LOUISA MORISON, of Holloway,

had presented a Cork Life-belt to the Institution, on Capt. WARD's plan, which she wished to be used in the *Ladies' Own* Life-boat. The belt had belonged to her son, who was unfortunately drowned near Adelaide, South Australia, last winter.—*To be thanked.*

Voted the thanks of the Institution to Mr. JOHN C. HENDERSON, Chief Officer of Coastguard at Lowestoft, in acknowledgment of his long and valuable co-operation in connection with the Lowestoft and Pakefield Life-boats.

Read letter from Mr. C. J. JESSOP, of Bexley, calling attention to his plan of Life-boat.—*To be acknowledged.*

Paid 403*l.* 12*s.* 10*d.* for sundry charges on various Life-boat Establishments.

Voted 6*l.* to pay the expenses of the New Brighton Tubular Life-boat in putting off, during a strong wind and heavy sea, and rescuing 10 of the crew of the ship *Dunmail*, of Liverpool, which was wrecked on the Bar of the Mersey on the 10th August. The remainder of the crew and passengers were saved by the Liverpool Life-boat.

Also 23*l.* 17*s.* to pay the expenses of the Wexford No. 2 Life-boat in going out, during very stormy weather on the 24th August, and saving the crew of 3 men from the stranded schooner *Rambler*, of that port. This was a very gallant and determined service. The Life-boat was unable at first, on account of the tremendous seas then running, to get alongside the wreck, and, after several ineffectual attempts, she came to an anchor until 3 o'clock the next morning, when another effort was made, and after some time, and at considerable risk, the seas making a complete sweep over the Life-boat, the 3 men were got into the boat, which safely returned with them to its station, after an absence of nearly nine hours. The thanks of the Institution, inscribed on Vellum, were voted to Mr. W. T. TAYLOR, Clerk and Examining Officer at the Wexford Custom House, who volunteered as one of the crew of the Life-boat on this occasion, the boat being short-handed at the time.

Also 7*l.* 14*s.* to pay the expenses of the Swansea Life-boat in putting off, on the 29th August, while it was blowing strongly from the S.W., and taking a man from the foretop of the Prussian barque *Triton*, which was wrecked in Swansea Bay. Two of the crew of the barque were, unhappily, lost on the occasion. The remainder were saved by means of lines from two steam-tugs, with the exception of a boy, who was picked up while drifting past a vessel at anchor in the Roads.

Also 22*l.* 5*s.* 6*d.* to pay the expenses of the New Brighton and Newhaven Life-boats, in going out with the view of rendering assistance to two distressed vessels, which fortunately did not ultimately require the services of the boats.

Also 4*l.* to MARTIN COOKE, Jun., of Kilkerrin, Co. Galway, and four other men, for saving one out of two persons whose boat was capsized while crossing Kilkerrin Bay during squally weather, on the 5th May last.

Reported that the Norwegian Government had decreed by a Royal resolution that, in acknowledgment of the gallant services rendered by the Penzance Life-boat, in saving the crew of the Norwegian brig *Otto*, of Moss, on the 26th Jan. last, the silver medal for civic deeds (*Borgerdaad*) be granted to NICHOLAS B. DOWNING, Esq., Swedish and Norwegian Vice-Consul at Penzance, and Honorary Secretary of that Branch of the Institution, and to Capt. W. HOWORTH, R.N., Inspecting-Commander, and Mr. WILLIAM BLACKMORE, Chief Officer of H.M. Coastguard at Penzance; together with a reward of 12*l.* to the crew

of the Life-boat, in addition to the honorary and pecuniary rewards previously voted by the NATIONAL LIFE-BOAT INSTITUTION in this case.

THE SHIPWRECK.

A shattered bark, and an angry sky,
And the storm-wraith shrieking fierce and high,
And, aye and anon, from the murky cloud,
The thunder echoing hoarse and loud!

Oh! little ship, that at dawn of day
Didst gaily sail from thy native bay,
While the fond, proud eyes of friends at home
Beheld thee dance o'er the sparkling foam,
With starting timbers and canvas torn,
Thou drivest, a dreary wreck forlorn.
Thou art lifted aloft, as the billows rise,
Till thy form is whelmed in the pitchy skies;
Then, downward plunged, thou art lost to sight
In the dread abyss of seething white!

Oh! gallant sailors, the dauntless heart
And the stalwart arm have done their part;
The heart bore up, and the strong arm strained
While the faintest glimmer of hope remained.
With an open sea and a vessel stout,
Ye yet might weather the tempest out;
But your crippled craft all powerless rolls
On a treacherous coast of rocks and shoals.
Except the Ruler of wind and wave
Stretch forth in pity an arm to save,
Each soul aboard of your hapless bark
Must sink to-night in the waters dark.

Oh! wives, and mothers, and maidens true,
Whose hearts are bound to those jackets blue,
At midnight roused from your slumbers warm
By the awful voice of the shrieking storm,
Lift, lift your hands to the God above,
And pray for the lives of those ye love!

The wind howls on, and the vessel drives—
Oh! pray, ye maidens, and mothers, and wives!—
Till, quivering through with the mighty shock,
She strikes her bow on a lurking rock.
A helpless hulk, she is filling fast,
And the mariners cling to shroud and mast,
While still the voice of their distant friends
In an agonized prayer to God ascends.

And hark! away on the storm-lashed shore,
A shout bursts over the breakers' roar—
All undismayed, o'er the boiling wave
The Life-boat is coming to seek and save.
The shoals are passed, and she nears the wreck,
And the sailors spring from the parting deck;
Through the flying foam and the midnight black,
Safe—safe to the shore she battles back!

The storm roars on with its thunder deep,
But the weary women have sunk to sleep,
And a smile plays over each pallid face,
For their prayer has been heard at the throne of grace.

FREDERICK LANGBRIDGE.

Storm Warriors; OR, THE LIFE-BOAT WORK ON THE GOODWIN SANDS. By the Rev. J. GILMORE, M.A., Rector of Holy Trinity, Ramsgate, author of "The Ramsgate Life-boat—a Rescue" and "The Ramsgate Life-boat—a Night on the Goodwin Sands," published in "Macmillan's Magazine;" and "A Night with the Ramsgate Life-boat," published in "Good Words." Cr. 8vo. 6s. Published by Macmillan and Co., and to be had, by order, of all booksellers.

NOTICE.—The next number of the "Life-boat Journal" will be published on the 2nd Feb. 1874.

Royal National Life-Boat Institution.

For the Preservation of Life from Shipwreck.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

List of the Two Hundred and Thirty-five Life-Boat Stations under the Management of the Institution.

ENGLAND.

Northumberland—Berwick-on-Tweed—Holy Island (two boats)—North Sunderland—Boulmer—Almouth—Hansley—Newbiggin—Blyth (two boats)—Cullercoats—Tyemouth (two boats)
 Durham—Whitburn—Sunderland (four boats)—Seaham—West Hartlepool (two boats)—Seaton Carew
 Yorkshire—Middleborough—Redcar—Saltburn—Runswick—Uggsay—Whitby (two boats)—Scarborough—Filey—Flamborough (two boats)—Bridlington—Hornsea—Withernsea
 Lincoln—Cleethorpe—Donna Nook—The Idlethorpe—Sutton—Chapel—Skidness
 Norfolk—Hunstanton—Wells—Blakeney—Sheringham—Cromer—Mundesley—Easton—Hasbrough—Falling (two boats)—Winterton—Caister (two boats)—Yarmouth (two boats)
 Suffolk—Gorleston—Corton—Lowestoft (two boats)—Fakenfield (two boats)—Kessingland (two boats)—Southwold (two boats)—Dunwich—Thorpeness—Aldborough
 Kent—Margate—Kingsgate—Broadstairs—Ramsgate—North Deal—Walter—Kingsdowne—Dover—Dungeness
 Sussex—Bye—Winchelsea—Hastings—Eastbourne—Newhaven—Brighton—Shoreham—Worthing—Seley—Chichester Harbour
 Hampshire—Hayling Island
 Isle of Wight—Bembridge—Brightstone Grange—Brooke
 Alderney—St. Anne
 Guernsey—St. Samson's
 Dorset—Poole—Chapman's Pool—Kimmeridge—Weymouth—Lyme Regis

South Devon—Sidmouth—Ermouth—Teignmouth—Brixham—Salcombe—Plymouth
 Cornwall—Looe—Fowey—Mevagissey—Portloe—Falmouth—Porthoustock—Cadgwith—Lizard—Mullion—Porthleven—Penance—Sennen Cove—St. Ives—Hayle—New Quay—Padstow—Port Isaac—Bude
 North Devon—Clavelly—Appledore (two boats)—Braunton—Morte Bay—Ilfracombe—Lynmouth
 Somerset—Burnham
 Cheshire—New Brighton—do. Tubular
 Lancashire—Southport—Lytham—Blackpool—Fleetwood—Piel
 Cumberland—Whitehaven—Maryport—Silloth
 Isle of Man—Ramsey—Douglas—Castletown

WALES.

Glamorganshire—Penarth—Porthcawl—Swansea
 Carmarthenshire—Pembrey—Carmarthen Bay
 Pembrokeshire—Tenby—Milford—Solva—St. David's—Fishguard (two boats)
 Cardiganshire—Cardigan—Newquay—Aberystwith
 Merionethshire—Aberdovey—Barmouth
 Carmarvonshire—Portmadoc—Abersoch—Porthdinllaen—Orme's Head
 Anglesey—Llanddwyn—Rhosneigr—Rhoscolyn—Holyhead—Cemaes—Bull Bay—Moelfre—Penmon
 Denbighshire—Llandudlas
 Flintshire—Rhyll (Tubular)

SCOTLAND.

Kirkcudbright—Kirkcudbright
 Wigtownshire—Whithorn—Port Logan
 Ayrshire—Ballantrae—Girvan—Ayr—Troon—Irvine—Ardrossan
 Isle of Arran—Kildonan
 Argyllshire—Campbeltown—Southend
 Caithness—shire—Thurso
 Orkney Islands—Stronness
 Elginshire—Lossiemouth
 Banffshire—Buckie—Banff
 Aberdeenshire—Fraserburgh—Peterhead
 Kincardineshire—Stonehaven
 Forfar—Montrose (two boats)—Arbroath—Buddon Ness and Broughty Ferry (Dundee)
 Fifeshire—St. Andrews—Anstruther
 Haddingtonshire—North Berwick—Dunbar

IRELAND.

Co. Londonderry—Greencastle
 Antrim—Portrush
 Down—Groomsport—Ballywater—Tyrella—Newcastle (Dundrum Bay)
 Louth—Dundalk—Drogheda (two boats)
 Dublin—Skerris—Rogestown—Howth—Foobeg—Kingstown
 Wicklow—Greystones—Wicklow—Arklow
 Wexford—Courtown—Cahore—Wexford (two boats)—Carnose—Duncannon
 Waterford—Tramore—Dungarvan—Ardmore
 Cork—Youghal—Ballycotton—Queenstown—Courtmacsherry
 Kerry—Valentia

Total, 235 Life-boats.

Services of the Life-boats of the Institution in 1872.

<i>Aden</i> , schooner, of Liverpool—remained by vessel.	<i>Euphemia</i> , barque, of Maryport	2	<i>L. G. Biglow</i> , barque, of Yarmouth, N.S.	2	<i>Sorrento</i> , steamer, of Shields	22
<i>Alfred</i> , brig, of Littlehampton, saved vessel and	<i>Excel</i> , schooner, of Milford—assisted to save vessel and	5	<i>Magna Charis</i> , barque, of Halifax, N.S., and Norwegian barque, <i>Jambyrd</i> , remained by vessels.	8	<i>Speculator</i> , ketch, of St. Malo	4
<i>Amuda</i> , brigantine, of Coleraine	<i>Eze</i> , barque, of Exeter	2	<i>Maria</i> , schooner, of Aberystwith	4	<i>Starling</i> , schooner, of Yarmouth	5
<i>Anily</i> , smack, of Aberystwith	<i>Expedite</i> , brig, of Drobak	10	<i>Maria</i> , brig, of Colchester—saved vessel and crew	8	<i>Stella</i> , yacht, of London	7
<i>Aniyna</i> , ship, of Greenock, rendered assistance.	<i>E. J. D.</i> , brig, of Nantes	8	<i>Maryette</i> , brig, of Cherbourg—assisted to save vessel and	6	<i>Stralund</i> , ship, of Stralund	15
<i>Ark</i> , brig, of West Hartlepool	<i>Fairy Queen</i> , boat, of Llandudno—saved boat.	6	<i>Mary Grace</i> , schooner, saved vessel and	7	<i>St. Johnner</i> , ship, of Danzig, assisted to save vessel and	18
<i>Bolton Abbey</i> , ship, of Liverpool—rendered assistance.	<i>Fearful</i> , brig, of Sunderland	8	<i>Mary Holland</i> , brigantine, of Liverpool	7	<i>Sealton</i> , flat, of Runcom	3
<i>Cabinet</i> , barque, of Newcastle	<i>Flora</i> , schooner, of Exeter—saved vessel and	6	<i>Mary</i> , schooner, of Colchester	6	<i>Sweet Home</i> , schooner, of Youghal	2
<i>Candia Belle</i> , barque, of Whitley	<i>Frederic</i> , brigantine, of Liverpool	6	<i>Mary</i> , schooner, of Colchester—assisted to save vessel and	6	<i>Sybil</i> , schooner, of Great Yarmouth	5
<i>Caroline Phillips</i> , sloop, of Fort Isaac	<i>Frederic</i> , William, brig, of Guernsey	8	<i>Neptuna</i> , barque, of Soon, Norway	14	<i>Thomas</i> , brigantine, of Dunfriess	3
<i>Cassidannus</i> , barque, of North Shields	<i>Hector</i> , brigantine, of Liverpool	6	<i>New Buzton</i> , lugger, of Great Yarmouth—saved vessel and	10	<i>Tripoli</i> , screw steamer, of Glasgow—remained by vessel.	3
<i>Castle & J. T. K.</i> fishing-boats of Fort Isaac—saved vessels and	<i>Hero</i> , brig, of Scarborough	6	<i>Northumberland</i> , fishing lugger of Flamborough—rendered assistance.	6	<i>Urgent</i> , barque, of Rochester	3
<i>Cockato</i> , smack, of Grimsby—boat of	<i>Hero</i> , schooner, of London	4	<i>Palatine</i> , brig, of Whitley	6	<i>Uruguay</i> , steamer, of Liverpool—remained by vessel.	3
<i>Commander Soling</i> , brig, of Grimstad	<i>Henrietta</i> , brig, of Menai	9	<i>Polatine</i> , brig, of Meslin	14	<i>Val de Nith</i> , barque, of Liverpool—assisted to save vessel and	21
<i>Commerce</i> , <i>Loon</i> , and <i>Ellen Queen</i> , smacks, of Cardigan	<i>Jane</i> , barge, of Rochester	2	<i>Pallion</i> , brig, of Sunderland—assisted to save vessel and	6	<i>Vanguard</i> , schooner, of Carnarvon—rendered assistance.	1
<i>Criterion</i> , brig, of Arbroath	<i>Jenny Lind</i> , barque, of Aland	2	<i>Perseverance</i> , schooner—saved vessel and	1	<i>Viking</i> , barque, of Sunderland	1
<i>Cygned</i> , schr., of Workington	<i>John and Grace</i> , smacks, of Milford, and <i>Mary</i> , of Cardigan	4	<i>Queen of the Fleet</i> , barque	6	<i>Vicount Lambton</i> , brig, of Rochester	6
<i>Defender</i> , brig, of Sunderland	<i>Juliana</i> , barque, of Riga	8	<i>Richard Thompson</i> , brigantine, of Belfast, assisted to save vessel and	5		
<i>Don</i> , schooner, of Jersey—saved vessel and	<i>Jupiter</i> , ketch, of Hamburgh—rendered assistance.	6	<i>Russo Castle</i> , brig, of London—assisted to save vessel and	7		
<i>Duro</i> , Dutch schooner	<i>Lady Douglas</i> , brig, of London—assisted to save vessel and	6				
<i>Eglantine</i> , brig, of Whitley, assisted to save vessel and	<i>Laurel</i> , brigantine, of London	8				
<i>Eleonor</i> , barque, of Quebec—saved vessel and	<i>L'Etoile</i> , brig, of St. Malo	8				
<i>Ella</i> , brigantine, of Blyth	<i>Lily</i> , barque, of South Shields—assisted to save vessel.	4				
<i>Ella</i> , brig, of Belfast	<i>Little Dorrit</i> , yacht, of Weymouth	2				
<i>Estaboth</i> , sloop, of Sunderland	<i>Lobian</i> , brig, of Blyth	8				
<i>Ellen</i> , barque, of Llanelli—saved vessel and crew						
<i>Emeline</i> , barque, of Bordeaux						
<i>Enchanter</i> , barque, remained by vessel.						

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1872) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £16,984 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. In addition to having contributed to the saving of 739 persons from various Shipwrecks on our Coasts, for which services it granted 19 Silver Medals and Votes of Thanks on Yellum, and pecuniary rewards to the amount of £2,637.

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 23,000, for which Services 51 Gold Medals, 644 Silver Medals, and £40,927 in cash have been paid in Rewards.

The expense of a Life-boat, its equipment, transporting-carriage, and boat-house, averages £700, in addition to £70 a-year needed to keep the establishment in a state of efficiency.

Donations and Annual Subscriptions are earnestly solicited, and will be thankfully received by the Bankers of the Institution, Messrs: WILLS, PEARCE, and Co., 76 Lombard Street; by all the other Bankers in the United Kingdom; and by the Secretary, JUCHAN LEWIS, Esq., at the Institution, 14 JOHN STREET, ADLPHI, LONDON, W.C.—November 1st, 1873.

Total of Lives saved in Twelve Months } 739

Total lives saved by Life-boats in 1872, in addition to 25 vessels 669

During the same period the Institution granted rewards for saving Lives by fishing and other boats 170