

THE LIFE-BOAT,

OR

JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

(ISSUED QUARTERLY.)

VOL. IX.—No. 91.] FEBRUARY 2ND, 1874.

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MERCHANT SHIPPING ACTS AMENDMENT ACT, 1873.

IN the year 1854 the great Merchant Shipping Act was passed, which was a substitute for all previous Acts, and which, with certain subsequent amendments, passed in 1855, 1856, 1862, and 1871, has since constituted the law for the regulation of our Merchant shipping and Merchant seamen. We, at that time, remarked on its several provisions, in a series of papers in our 14th, 15th, and 17th Numbers, and pointed out what we considered some of its short-comings and inconsistencies, but, at the same time, stated that, in our opinion, "it embodied a most comprehensive system of legislation for all the vast and varied interests involved in the immense shipping trade of this country;" and, having special reference to that part of the subject allied to the objects of this Institution, we observed that, "amongst the many enactments contained in it for the protection and welfare of seamen, and of passengers when on shipboard, there were several, the objects of which were, or the effect of which would be, to afford increased security to life in case of shipwreck or other disaster at sea."

In 1869 a new Merchant Shipping Bill was prepared, to be termed the Merchant Shipping Act, 1870, but other and more urgent matter for legislation has, from then until now, occupied the attention

of Parliament, and the Bill has not yet been considered by it.

In our 74th and 75th Numbers we commented on many of the provisions of that Bill, to which we do not now propose to refer.

Another Amendment Act was, however, passed by the Legislature in August last, which is now therefore the law, and on which we propose to make some remarks. It may be considered, however, only an intermediate measure to meet some of the more pressing requirements of the Mercantile Marine until the comprehensive Bill of 1870 can be again brought forward.

As on the former occasions, we will comment on its several sections seriatim, or, at least, on such of them as may be deemed to affect, either directly or indirectly, the preservation of life.

The 1st and 2nd sections define the Act as the "Merchant Shipping Act, 1873," but state that the Merchant Shipping Act, 1854, and its subsequent amendments, together with this one, may be cited collectively as the Merchant Shipping Acts, 1854 to 1873. The 3rd section provides—

Firstly, that every British ship shall, before registry, have her name permanently and conspicuously marked on each of her bows, and her name, and that of the port of her registry, on her stern.

Secondly, that her official number, and

the number denoting her registered tonnage, shall be cut on her main beam.

Thirdly, that a scale of feet denoting her draught of water shall be cut in and conspicuously painted in Roman capital letters, or in figures, not less than six inches in length, on each side of the stem and sternpost, the lower line of such letters or figures denoting the draught line.

Fourthly, that the owner of any ship will be liable to a penalty of 100*l.* if the scale of feet showing the ship's draught of water is, in any respect, inaccurate, so as to be likely to mislead, or if he neglect to have his ship marked as aforesaid, or suffer any person under his control to conceal, remove, alter, deface, or obliterate any of the said marks, except for the purpose of escaping capture by an enemy.

As regards the first requirement of this section, there could not be a more striking illustration of the importance of having the name of every vessel conspicuously painted on her than that afforded by the, for ever, infamous conduct of the captain of the Spanish ship *Murillo*, in deserting the drowning crew and passengers of the *Northfleet*, after running into and sinking that unfortunate vessel on the night of the 15th January, 1873.

And so, also, as regards the second requirement, it is highly advantageous that a vessel should have, as it were, an official seal, certifying to her identity and her carrying capacity.

It is like the "Certificate of Baptism," or the "Registry of Birth," in the case of the human being, which can be referred to at any time to testify to identity.

The third requirement, which states that the draught of water of any vessel shall be visible at all times, through a scale of feet being cut and painted both on the stem and stern posts, we consider of great importance. For a long period it has been customary to mark a scale of feet on the stem and stern posts of ships

of war; and many merchant vessels had the same, although not by compulsion, previously to the Amendment Act, 1871, to the manifest advantage of those on board them, that they might at all times be able to ascertain their exact draught of water, and trim.

The chief importance of this requirement however now is, that, taken with the comparative freeboard or height of the upper part of the hull, above the surface of the water, it is at once a visible indication as to whether or not a loaded ship is overladen; so that if she should appear to be so the authorities of the port from which she sails may have their attention directed to the circumstance, although they may not have received any official complaint of the same from her crew.

That there is every need for increased vigilance on the part of the Government authorities to prevent the crime of overloading is only too certain. Long before Mr. PLIMSOLL drew general attention to the subject we have in these columns done so, and in our Number of 1st July, 1867, in an article on 'Overladen and Unseaworthy Ships,' will be found an account of the loss of the *Utopia*, a ship of nearly 1000 tons, which, in defiance of all the authorities of Liverpool, sailed from that port on the 10th of March of that year for Bombay, so overladen and leaky that only three days afterwards she had to be abandoned by her master and crew at the very moment of foundering, when they had a narrow escape of their lives. This was one of the most disgraceful cases on record, and the more so as the owners of the ship themselves superintended her departure, knowing at the time her unseaworthy condition, and that she was not, in her then overladen and leaky state, fit to cross the Irish Channel, far less to start on a voyage to India. And let it not be thought that such cases will not occur continually if they be not prevented by the strong arm of the law, for so long as cupidity is inherent in many natures, and the temptation exists to increase the profit on a voyage by

loading to the extreme limit of safety, and even beyond it, there will be many unprincipled men who will yield to its baleful influence, heedless of the risk to the lives of the poor men who work their ships. Just as there are men, calling themselves *Englishmen and Christians*, who are ready at any moment to sell arms and ammunition to the enemies of their country, in times of war, to be employed in destroying the lives of their own countrymen.

We trust that this scale of feet at stem and stern, coupled with the power of inquiry and examination by the officers under the Board of Trade, may be found sufficient to check the infamous and dastardly custom of habitual overloading; but should it not prove to be so we can see no reason whatever why what we have ourselves advocated should not be adopted, viz., the prominently marking every British merchant vessel with a maximum load water-line, fore and aft, beyond which it should be illegal to load her. The objection is commonly made to any such line that it would be a hard-and-fast one, which would not meet the varying exigencies of various descriptions of cargo and difference of trim, whilst it would be a stigma on the great majority of ship-owners who would never wilfully overload their vessels. We do not think this objection is tenable. It would not be a hard-and-fast line, as vessels would rarely be loaded up to it, and when laden with iron or metallic ores, would never be so, much being therefore still left to the discretion of the shipowner; but it would be a protection to the lives of seamen to the extent of its prohibition, and would prevent any more *Utopias* from disgracing the British flag and name. But neither would it be a hard-and-fast line as regards trim, because, although marked parallel with the ordinary calculated trim of the vessel on leaving the builder's hands, if with any special cargo she should require to be trimmed more by the head or stern, should the line at either end be immersed, that at the other end would be required

to be, in proportion, raised above the surface of the water.

Again, we cannot see that any such line marked on all vessels would be any more a stigma on the honourable ship-owner than are the required scales on bow or stern, or than are the numbers required to be marked on cabs and other vehicles a stigma on the proprietors of the same, however respectable and upright they may be.

The 4th section provides that the record of the draught of water of any sea-going ship, required under section five of the Merchant Shipping Act, 1871, shall, in addition to the particulars thereby required, specify the extent of her 'clear side' in feet and inches; and it defines the term 'clear side' to mean the height from the water to the upper side of the plank of the deck from which the depth of hold, as stated in the register, is measured, the measurement being taken from the lowest part of the side.

The third clause of the section requires the master of every sea-going ship to permit any person appointed to record the ship's draught of water, to enter the ship, and make such inspections, and take such measurements, as may be requisite.

The 5th section prohibits the registry of any foreign ship becoming a British one, by any other name than that it had previously had, unless with the express sanction of the Board of Trade, as directed by section 6 of the Merchant Shipping Act, 1871, and affixes a penalty not exceeding 100*l.*, for acting in contravention of the same.

The 6th section provides that when any British ship, by reason of having been wrecked or abandoned, or for any reason save capture by the enemy, or transfer to a person not qualified to own a British ship, shall have ceased to be registered as a British ship, she shall not be re-registered as one until she has been surveyed by one of the surveyors appointed by the Board of Trade, and certified by him to be sea-worthy.

This provision is undoubtedly a very necessary one.

The five following sections, from the 7th to the 11th, are connected with the agreements between masters and seamen, and the owners of vessels.

The only one of them calling for comment is the 9th, which provides that, "if a seaman or apprentice of any ship be detained on a charge of desertion, or any kindred offence, and if on a survey of the ship being made, under section 7 of the Merchant Shipping Act, 1871, it be proved that she is not in a fit condition to proceed to sea, or that her accommodation is insufficient, the owner or master of the ship shall be liable to pay such seaman or apprentice such compensation for his detention as the Court, having cognizance of the proceedings, may award."

We think that some such protection to the seamen who find themselves on board unseaworthy vessels has been long needed. On the one hand the custom of paying wages in advance, which induces bad men to desert their vessels and thus rob their employers, should be discontinued; but on the other, no such disgraceful thing should any longer be possible, as that men should be sent to gaol and treated as criminals, because they should refuse to go to sea in overladen, leaky, or other unseaworthy craft, at great peril to their lives. If it be deemed a convenient way to get rid of the scum of our population, and of the wild, turbulent, and restless spirits which dwell in all communities, to send them to sea to be drowned, well and good, only let the same be clearly understood. But if, on the other hand, it be thought desirable that service in our grand merchant navy shall be looked on as a respectable employment, and that these men, who visit all lands, whose example is for good or ill wheresoever they go, and who bring credit or discredit on the British name, should conduct themselves as respectable Christian men and not as savages; why, then, let every means be taken to make the service attractive and respectable—to improve

those men already in it—and to lead them to respect themselves and to desire the respect of others.

The next series of sections, ranging from the 12th to the 28th, fall under the heading of "Safety and Prevention of Accidents."

Section 12 is a very important one. It provides—

"That when the Board of Trade has received a complaint, or has reason to believe that any British ship is, by reason of the defective condition of her hull, equipments, or machinery, or by reason of over-loading, or improper loading, unfit to proceed to sea without serious danger to human life, it may, if it think fit, appoint some competent person or persons to survey such ship, and the equipments, machinery, and cargo thereof, and to report thereon to the Board."

That "Any person so appointed may, for the purposes of such survey, require the unloading or removal of any cargo, ballast, or tackle, and shall have all the powers of an inspector appointed under the Merchant Shipping Act, 1854."

Also that, "Any person having notice of such survey who shall wilfully do any act to obstruct or prevent the same, shall be liable to a penalty not exceeding 50%."

It empowers the Board of Trade to order the detention of any ship for the purpose of such survey, and authorizes any officer of Customs to detain her until her release be ordered either by the Board of Trade or by any Court to which an appeal is given under the Act. And it further empowers the Board to detain such ship either absolutely or on the performance of such conditions as it might think necessary to impose, in the event of the surveyor's report being such that, in the opinion of the Board, the ship could not proceed to sea without serious danger to human life.

As stated above, we consider this section of the Act a most important one. If the Board of Trade are fortunate in

obtaining the services of independent and experienced men, who will fearlessly and effectually discharge the difficult and onerous duty imposed on them, its effect we may hope will be to sweep our unseaworthy ships from the sea, and whilst it will strike terror into the hearts of evildoers, that it will, at the same time, prevent the necessity of any general system of inspection or espionage, which would be inconvenient and vexatious to the general body of shipowners, who would never, intentionally, send an unseaworthy vessel to sea.

The 13th Section specifies by whom the expenses of such surveys shall be paid. If the ship surveyed should be found unfit to proceed to sea without serious danger to human life, that the expenses incurred by the Board of Trade in respect of the survey shall be paid by the owner of the ship, and be recoverable in the same manner as salvage is so. If not found unfit, that they shall be paid by the Board of Trade.

It also empowers the Board, on a complaint being made to it that a ship is unfit to proceed to sea, to require the complainant to give such security as they might deem sufficient for the payment of any costs and expenses for which the Board might become liable, and makes the same recoverable by the Board should it appear that the complaint had been made without sufficient reason. This clause will effectually prevent frivolous or malicious complaints being made as to unseaworthiness, &c.

The 14th Section specifies the courts to which a shipowner may appeal if dissatisfied with any order made by the Board after a survey, viz. :—

“In England, to any Court having Admiralty Jurisdiction.

In Ireland, to any Court having Jurisdiction under the Court of Admiralty (Ireland) Act, 1867.

In Scotland, to the Court of the Sheriff of the County.”

The 15th Section authorises the Board of Trade to sanction, at the request of the

owner, a reduction in the number, and a variation in the dimensions, of the boats required for the ship by Section 292 of the Merchant Shipping Act, 1854, and also the substitution of rafts or other appliances for saving life for any such boats; so, nevertheless, that the boats so reduced or varied, and the rafts, &c., so substituted should be sufficient for the persons carried on board the ship.

Section 16 is of great importance. It is as follows:—“In every case of collision between two vessels it shall be the duty of the master or person in charge of each vessel, if and so far as he can do so without danger to his own vessel, crew, and passengers (if any), to stay by the other vessel until he has ascertained that she has no need of further assistance, and to render to the other vessel, her master, crew, and passengers (if any), such assistance as may be practicable, and as may be necessary, in order to save them from any danger caused by the collision; and also to give to the master or person in charge of the other vessel the name of his own vessel, and of her port of registry, or of the port or place to which she belongs, and also the names of the ports and places from which she has come and to which she is bound.

“If he fail so to do, and no reasonable cause for such failure be shown, the collision shall, in the absence of proof to the contrary, be deemed to have been caused by his wrongful act, neglect, or default.

“Every master or person in charge of a British vessel who fails, without reasonable cause, to render such assistance, or give such information as aforesaid, shall be deemed guilty of a misdemeanour, and, if he is a certificated officer, an inquiry into his conduct may be held, and his certificate may be cancelled or suspended.”

It was time that such an enactment as that contained in this section should be made; for although the case of the running down of the emigrant ship, *Northfleet*, already referred to, was no

doubt the immediate cause of its introduction into this "Amendment Act," if it was not indirectly the cause of the Act itself, yet too many cases of heartless desertion, although with less disastrous consequences, have from time to time occurred, and it can only be matter of surprise that the desertion of one ship by another, under such circumstances, has not long since been made a punishable offence.

Sections 18 to 21, together with two schedules to the Act, define the character of the signals to be shown by vessels in distress and needing assistance, and by those requiring pilots, and prohibit the use of such signals for any other object, and make those who misuse them liable for any expenses occasioned thereby. They are as follows:—

"18. The signals specified in the First Schedule to this Act shall be deemed to be signals of distress.

"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.

"19. If the vessel requires the services of a Pilot, the signals to be used and displayed shall be those specified in the Second Schedule to this Act.

"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 20*l*.

"20. Her Majesty may, from time to time, by Order in Council, repeal or alter the rules as to signals contained in the schedules to this Act, or make new rules in addition thereto, or in substitution therefore, and any alterations in, or additions to, such rules made in manner aforesaid, shall be of the same force as the rules in the said schedules.

"21. Any Shipowner who is desirous of using for the purposes of a private code, any rockets, lights, or other similar signals, may register such signals with the Board of Trade, and the Board shall give public notice of the signals so registered in such manner as they may think requisite

for preventing such signals from being mistaken for signals of distress or signals for Pilots.

"The Board may refuse to register any signals which, in their opinion, cannot easily be distinguished from signals of distress or signals for Pilots.

"When any signal has been so registered the use or display thereof by any person acting under the authority of the Shipowner in whose name it is registered shall not subject any person to any of the penalties or liabilities by this Act imposed upon persons using or displaying signals improperly.

"22. If the Managing Owner, or, in the event of there being no Managing Owner, the Ship's Husband of any British ship have reason, owing to the non-appearance of such ship, or to any other circumstance, to apprehend that such ship has been wholly lost, he shall, as soon as conveniently may be, send to the Board of Trade notice in writing of such loss, and of the probable occasion thereof, stating the name of the ship and her official number (if any), and the port to which she belongs, and if he neglect to do so within a reasonable time, he shall incur a penalty not exceeding 50*l*."

In the number of this journal for last August (No. 89), we published the system of signals of distress and for pilots contained in the two schedules of this Act, together with our own comments on them; we need not, therefore, now repeat them.

Sections 23 to 28 forbid any person, not the master or owner, sending or carrying by any vessel, British or Foreign, any dangerous goods, such as aquafortis, vitriol, naphtha, benzine, gunpowder, lucifer matches, nitro-glycerine, and petroleum, without distinctly marking their nature on the outside of the package containing the same and giving written notice of the nature of such goods, and of the name and address of the sender or carrier thereof, to the master or owner of the vessel, at or before the time of sending the same to be shipped. They also attach certain penalties, which may amount to 100*l*., for wilful infringement of this law, and to 500*l*. if accompanied by false descriptions of the goods or of the sender or carrier thereof. And in certain cases authorize the forfeiture of the goods in question.

The remaining sections of the Act are of a miscellaneous character.

As above remarked, we had considered there were shortcomings and inconsis-

encies in the Merchant Shipping Act of 1854. So, doubtless, there are in this Amended Act of 1873. And so there will be in future Shipping Acts; for what is there that is perfect and yet human? We are, however, despite all our reforms and reformers, a conservative people, and have for a long period preferred cautious rather than precipitate legislation, and have been content patiently to endure many imperfections and admitted evils until they could be safely dealt with, rather than to waste time and energy in useless and hasty efforts to attain an impossible perfection. Hence our advances in this, as in other and even more important objects of legislation, have been attained slowly and deliberately, step by step, yet with unflinching certainty, moved by the opposing influences of the progressive and conservative elements in our constitutional and representative political system.

THE LATE MR. THOS. BARING, M.P.,
CHAIRMAN OF THE INSTITUTION.

THIS gentleman, who had been for nearly twenty years the much-respected Chairman of the NATIONAL LIFE-BOAT INSTITUTION, died at Bournemouth on the 18th Nov., after a lingering illness, extending over two years. He was in the 74th year of his age.

Mr. Baring was the senior partner of the great mercantile house of Messrs. BARING BROTHERS and Co., Bishopsgate Street. He was the second son of the late Sir THOMAS BARING, Bart. In 1866 Sir THOMAS'S eldest son was created Lord NORTHBROOK, and his son, the present Lord NORTHBROOK, is the Viceroy of India.

After the usual course of education at Winchester College, Mr. BARING joined, in 1828, the London house. His eminent capacity for business soon made him a leading member of the partnership. On the one hand, his judgment was remarkable for soundness and caution; while, on the other, there was extensive knowledge of men and affairs, a high and scrupulous tone of honour, and a watchfulness to avail himself with energy and spirit of

the new openings for commerce which the rapid changes of the last forty years have constantly presented.

Mr. BARING had some claims to be considered a statesman; and it is said that on two occasions he was offered, both by the late Earl of DERBY and Mr. DISRAELI, the post of Chancellor of the Exchequer, which it was felt he would fill with honour to himself and satisfaction to the great world of commerce and finance of which he was one of the acknowledged heads. He had sat in Parliament nearly forty years. In the House Mr. BARING was a high authority on the special topics with which he was credited with exclusive information, and his death removes an influence and a presence from the City and the House of Commons which will not soon be forgotten.

He had cultivated a taste for art; and as a patron of efforts to advance excellence in painting, and as a collector of one of the most famous of private galleries, his influence has been of great service to the country. For the advancement of knowledge he was ever ready to give time and money. There was scarcely an institution in the metropolis having any claims to the performance of useful scientific and educational work which he did not support with the liberality and constancy characteristic of him. Nor was he a patron attracted by mere success. If he had once satisfied himself that a scheme was sound, no temporary discouragement or failure could render him less its friend.

He filled in the City of London nearly all the posts of honour in a sense inseparable from his eminence as a merchant. He was for many years Chairman of Lloyds, Director of the Bank of England, of the East and West India Docks, of the West India Royal Mail Company, and a Neutrality Laws Commissioner.

In 1854 Mr. BARING was elected Chairman of the Committee of Management of the NATIONAL LIFE-BOAT INSTITUTION, in succession to the late Mr. Alderman THOMPSON, M.P., which office he held to the close of his life.

He was in everything simple and courteous, and avoided every trace of self-assertion and inordinate display. In all essential respects he exhibited the nobleness and liberality of the true merchant,—in whom sagacity and prudence, directing the employment of abun-

dant resources, move in harmony with largeness of mind and generosity of feeling.

The Committee of Management of the NATIONAL LIFE-BOAT INSTITUTION, at their first meeting after Mr. BARING's death, recorded their deep regret at the loss of one whose cordial co-operation in the cause of humanity they had often had occasion to appreciate, and by whose lamented death the Institution had been deprived of a most esteemed and valued Chairman. (*Vide* p. 22.)

THE WEATHER OF 1873.

THE public have to thank Dr. ALLNATT, of Frant, for an excellent review of the weather of the past twelve months. It is always pleasant to be able to correct one's vague recollections by an actual record; and there is, perhaps, no subject on which such differences of opinion exist as on the character, for heat or cold, for rain or sunshine, of a by-gone year. The year 1873 was in its weather, what it was in everything else but in its accidents and calamities, a common-place period. It followed a period of storms. When it dawned over our drowned fields, with all the promise of a bright sun and a cloudless sky, it seemed as though the weather had turned over a new leaf with the new date. But next day the storms came back, and, for more than a week, the entire island was swept by hurricanes, with thunder and lightning, snow, hail, and rain. The whole month of January was stormy, and Dr. ALLNATT speaks of it as "a month of somewhat strangely developed thermal vicissitudes," resulting, however, in a mean temperature just above the average. February was unusually cold. From the 1st to the 24th we suffered all over this country "an unwonted run of unmitigated north-east blasts," which made the month the winter of the year. A heavy gale raged in the Channel on the 7th and 8th, and a great snow-storm covered nearly the whole island on the 22nd and 23rd. March came in with a violent south-wester, and a tropic gale blew on the 10th. On the 15th a heavy storm of wind did much damage in London and in the Channel. The summer weather, which had come from the sweet south on the 28th, lasted till the 5th of April, when winter suddenly came back. On the 14th of April the temperature suddenly rose twenty degrees;

on the 16th the heat was intense, the thermometer marking 70° in the shade. In the next ten days the temperature sank twenty-five degrees, and the frosts returned, destroying largely the blossom on the fruit-trees and delaying the movement of migratory birds. May completed an ungenial spring, with twenty-four days out of its thirty-one below the average temperature. It is worthy of note that on the 1st of May a north wind caused the temperature to rise five degrees above the average, while from the 3rd to the 9th, beneath the influence of tropical breezes, the daily temperature was below the average. "From the 13th to the 19th," says Dr. ALLNATT, "the wind was steadily Polar, and another anomaly arose, for on the 20th it veered to the south, and the temperature fell 10.2 degrees below the acknowledged mean." This anomaly is by no means without a precedent. We believe that during one of the longest frosts on record the wind blew steadily from the south.

The spring, though changeable and cold, was, on the whole, a dry one. An excessive rainfall in January and February was succeeded in April and May by a slight deficiency. This much-needed improvement did not continue. June, again, showed the curious anomaly noticed in May of Polar currents with a rising temperature, and Equatorial winds with a falling thermometer. By the end of the month summer had set in, and July opened with a few splendid days. On the 5th and 6th, the temperature suddenly fell; then followed six days of comparatively high temperature, succeeded by seven days of cold weather. Then came that magnificent spell of hot weather which did much to raise the harvest-hopes of the farmers. The heat sprang up, on the 20th, to eight degrees above the average; on the 22nd the thermometer stood at 82° from two in the afternoon till half-past eight at night. Next day the great heat culminated and began to wane; and during the rest of the month the weather varied but little from its normal condition. August was curiously like July. In each month there were nineteen days above the average temperature, and twelve below it. The hot periods were the 7th and 8th, the 13th to the 16th, and the week ending the 28th. Frequent sudden falls of the thermometer characterized the month. Both

these summer months were broken by severe thunder-storms. In the North of England and Scotland July brought great floods, which caused immense destruction. In August the thunder-storms moved down to the southern part of the island; so that the excess of rainfall, which at Frant was less than a tenth of an inch above the average in July, was an inch and three-quarters in excess in August. September was nearly as wet, and was still more ungenial. The warmth was below par on twenty-one days out of the thirty. The summer was thus a chilly one, and much wetter than that of 1872; in which June, July, August, and September, though all showing an excess of rain, had, with the exception of July, far less excess than the same months in 1873.

The contrast between 1872 and 1873 comes out, however, in the autumn months. The excess of rainfall in January, February, and March was much the same, and distributed over the months in the same proportions, in both years. In April, however, there was an excess in 1872, and a deficiency in 1873, while in May there was a surplus of two inches and a half in 1872, and of much less than an inch in 1873. June was somewhat more rainy in the latter year, July rather less wet, and August and September were much more in excess of the average last year than the year before. October was in both years a wet month, with two inches and three-quarters above the average in 1872, and two inches and a half in 1873. It was a boisterous month in both years—last year rather warm for the season, though a spell of cold weather reduced the average to about the mean temperature. In November the divergence from the former year began. Last November had four cloudless days and scarcely any fog. The previous November had been one of universal elementary perturbation, with a fall of

rain more than three inches and three-quarters above the average; last November had its storms, and an excess of rainfall, but only to nine-tenths of an inch above the two inches and a half which is the average of the month. This improvement was continued throughout December, when, as was the case in April and May, a minus quantity was registered in the rain-gauge. In 1872 the wet season may be said to have culminated in one of the most rainy Decembers on record. The average rainfall for the month in the previous four years was an inch and a half, but during that month over six inches and a half of rain came down upon the sodden fields. Last December, on the contrary, less than an inch of rain fell, and the average of thirty-four previous years was two inches. The year, however, brought an excess of rain. In Dr. ALLNATT'S figures we have had on 37,000,000 square acres of English soil about 3,700,000,000 tons of surplus water. But this three thousand seven hundred million tons is a mere drop compared with the extra rain of 1872, which amounted to sixty thousand million tons. Dr. ALLNATT expresses his regret that this vast amount of water has run to waste. He probably anticipates that a season of deficient rainfall will follow this period of excess. The inference from his figures seems to be that we reached the end of a long wet season in November last. We have certainly entered on a period of diminished rainfall, and may have before us a series of comparatively dry seasons. The fine weather of December—for Dr. ALLNATT tells us that even during the three days of the great fog, the sun shone brightly at Frant, out of a cloudless sky—and the bright opening of the new year, may be, like the improvement which took place in last April and May, a mere pause in a wet cycle, or as we hope, the dawn of pleasanter days.—*The Daily News.*

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

St. ANDREW'S, N.B. — The Life-boat placed on this station some years since by the NATIONAL LIFE-BOAT INSTITUTION had done good service from time to time, it having saved 22 lives from different ship-wrecks; but last year it was found to be rapidly becoming unfit for further service,

and the Society has accordingly replaced it by a new boat. The Life-boat sent last October is 33 feet long, 8 feet 10 inches wide, and rows 10 oars double-banked. It is provided with a transporting-carriage, and possesses the usual valuable qualities characteristic of the self-righting

boats of the Institution. It was contributed to the Society by the Ladies of England, chiefly through the indefatigable exertions of Miss SMITHERS, of Newark, extending over a period of six years. A grand demonstration took place at St. Andrew's on the 5th Nov., on the

occasion of naming and launching the new boat. In compliance with the request of the Magistrates, all the shops and places of business in the city were closed after mid-day, and the inhabitants turned out in a body to witness the procession, which was the largest ever seen in that city, and



which started from the railway station at one o'clock, in the following order:—Rocket Apparatus, Coastguard, and Artillery Volunteers; St. Andrew's Rifle Band; Lodges of Free Masons, Free Gardeners, and Good Templars, each bearing the badges and insignia peculiar to its order; two bagpipes; representatives from the Royal and Ancient and other Golf Clubs carrying banners, and the silver clubs with balls and medals attached; a few of the scholars attending the Madras College and the Fishers' School; the Sea-box Society; the carters of the district; the Life-boat, decked with flags, and drawn by twelve horses handsomely decorated with ribbons and tassels, and lent by the Workmen Carters, the boatmen being dressed in full costume, and standing erect, each supporting an oar; the Life-boat Committee; a carriage containing Miss SMITHERS and party; the office-bearers of the Life-boat Committee; the Provost and Magistrates; a number of private carriages. The procession advanced by way of Playfair Terrace, Bell Street, South Street, and Abbey Street, to the East Sands, where the ceremony of naming and launching took place. Having reached within a few yards of the launching place, the boat was stopped, when the Rev. Dr. BOYD offered up a

prayer for its success, at the close of which Miss SMITHERS named it. A bottle of wine had been slung over the stern, and simultaneously with the firing of a cannon, that was broken by Miss SMITHERS, who at the same time pronounced the words, "*The Ladies' Own.*" The boat was immediately drawn to the edge of the water, when it was launched easily from the carriage, and glided forth amongst the breakers, the band meanwhile striking up the favourite Scotch air, "*The Boatie Rows.*" After rowing out to sea about a quarter of a mile, the boat was turned and steered into the harbour, where it was twice capsized by means of a crane, with a view to the testing of its self-righting properties; and each time the trial was completely successful. After this it was once more put upon the carriage, and removed to the boat-house. As a finish to the out-door proceedings, a rocket was fired from the South Bents across the pier, whence two men were safely conveyed in the basket over the harbour. The interest manifested by the public in the whole performance was intense; the streets were lined on either side, and almost every window was filled by persons of every age and rank, eager to catch a glimpse of the procession with the Life-boat; while

an immense crowd covered the beach and pier to witness the launch, and cheered enthusiastically when that was accomplished. In the evening a public meeting was held in the Town Hall, for the purpose of making the formal presentation of the boat. Provost WILTON occupied the chair, and was supported by Miss SMITHERS, Capt. D. ROBERTSON, R.N., Assistant Inspector of Life-boats to the Institution, the Magistrates, and others. THOMAS PURDIE, Esq., Hon. Secretary of the St. Andrew's Branch, at the request of Miss SMITHERS, presented the boat to Capt. ROBERTSON, as representing the Life-boat Institution; and in the course of his remarks he mentioned that the benevolent lady who had been successful in collecting the fund appropriated to this new Life-boat had, during the six years she had allowed herself for the work, never asked any one for more than a penny; sometimes she received no more, at other times higher amounts were handed to her; while the largest single contribution she received was an unsolicited one of 10*l.* sent her by a lady. The gift was acknowledged by Capt. ROBERTSON, who then presented the boat to the care of the Branch. Capt. G. T. WRIGHT, Chairman of the Local Committee thankfully accepted the gift on their behalf, and, after some other votes of thanks had been passed, the proceedings terminated. Miss SMITHERS received quite an ovation, the large audience rising to their feet and giving her a hearty cheer.

It should be mentioned that the North British Railway Company kindly gave the new and old Life-boats a free conveyance over their line between Berwick and St. Andrew's.

SKERRIES, Co. DUBLIN.—It will be remembered that a fatal accident happened to the Life-boat on this station about twelve months since, and, although the boat passed through the fearful ordeal with hardly any injury, and the crew expressed their continued confidence in it, it was thought desirable to replace it by a new boat, and that exchange was duly carried out last December. The new Life-boat is a ten-oared one, 33 feet long, and 8½ feet wide. It is furnished with a transporting-carriage, and it and the old boat were conveyed free of charge between London and Dublin by the British and Irish Steam Packet Company, while a

similar favour was granted them between Dublin and Skerries by the Dublin and Drogheda Railway Company. The new boat and equipment were presented to the Institution by Mr. THOMAS PLATT, of Padfield, Derbyshire, the Life-boat, at his request, being named the *Laura Platt*, after his late daughter. Since 1854, when the first Life-boat on this station was placed there by the Society, the boats had been the means of saving 33 lives from different shipwrecks.

SEATON CAREW, DURHAM.—With the approval of the donor of this Life-boat, it has been removed, in order that it may be renovated and transferred to Fraserburgh, where it will take the place of another boat, presented by the same gentleman, which has become unfit for further service. The Institution has sent to Seaton Carew a new Life-boat, instead of the former one. It is 33 feet in length, by 8½ feet in width, and pulls 10 oars, double banked, and was presented to the Institution, through its Manchester Branch, by Mr. JOB HINDLEY, who was formerly a working man in Manchester—this being the fifteenth boat the Branch has been instrumental in supplying to the parent Institution. Prior to being forwarded to its station, the Life-boat, which is named the *Job Hindley*, after the donor, was exhibited in Manchester on the 19th Dec. last, when it was drawn through the principal streets of the city, on its new transporting-carriage, by six powerful grey horses lent by Messrs. CARVER & Co., and accompanied by the brass band of the "Barnes" Industrial Home. On the arrival of the boat at the Town Hall, a meeting was held in the Mayor's parlour, when the donor was publicly presented with the thanks of the Institution, inscribed on vellum, accompanied by a model of the Life-boat. His worship the Mayor (Mr. Alderman WALKER) presided and made the presentation; ROBERT WHITWORTH, Esq. V.P., Treasurer, and the Rev. E. HEWLETT, M.A., Honorary Secretary of the Manchester Branch, also delivered addresses on the occasion. Mr. HEWLETT, in the course of his remarks, referred with much satisfaction to the fact that 12 out of the 14 Life-boats the Branch already had on the coast, had repeatedly performed good service in saving life from shipwreck—the total number of lives

saved by their instrumentality being 328, in addition to 7 vessels rescued from destruction. After the exhibition, the Life-boat was sent on to its station, the Manchester, Sheffield, and Lincolnshire Railway kindly granting it a free conveyance over their line. When it arrived at Seaton Carew the boat was launched with the usual ceremonies, and the crew were well pleased with their first trial of its good qualities.

SERVICES OF THE RAMSGATE LIFE-BOAT.

THE following graphic account of a recent noble service performed by the Ramsgate Life-boat is extracted from a work just published, entitled "Storm Warriors."*

We hail the appearance of this interesting book with considerable satisfaction. Mr. GILMORE has on many an occasion grasped the hands of the hardy Life-boat men when they have returned to shore freighted with shipwrecked crews, rescued oft-times from the jaws of death, on the fatal Goodwin Sands; while we have almost at the same moment been made acquainted,† by means of the electric flash, with their noble deeds; and these have been woven into thrilling accounts by Mr. GILMORE.

He has gathered the materials for his volume from the lips of the gallant men themselves; and thus the great work in which the NATIONAL LIFE-BOAT INSTITUTION has been engaged for fifty years is brought home with increased interest to the breast of each one of us.

As is well known, in 1850, mainly through the liberality of Admiral ALGERNON Duke of NORTHUMBERLAND, the present plan of Self-righting Life-boat was first practically developed. Two of those self-righting boats have been stationed at Ramsgate; and it is some of their noble work which Mr. GILMORE describes with such unabated interest.

The Duke's widow, ELEANOR Duchess of NORTHUMBERLAND, writing to Mr. LEWIS on the 7th January, said: "What a book

* "Storm Warriors; or, Life-Boat Work on the Goodwin Sands." By the Rev. John GILMORE, M.A., Rector of Holy Trinity, Ramsgate, author of "The Ramsgate Life-Boat" in "Macmillan's Magazine." Crown 8vo. 6s. Published by Messrs. MACMILLAN and Co., and to be had, by order, from all booksellers.

† We are indebted to the cordial co-operation of Capt. BRAINE, the active Harbour Master at Ramsgate, for such information.

of thrilling interest is that on the 'Storm Warriors' which you have so kindly sent to me! It is impossible to read unmoved tales of such true heroism; and when reading aloud some portions of it to a lady, I could hardly go on. It is a work that ought to be extensively circulated; and I will do my best to make it known."

We truly echo the Duchess's sentiments, for we feel assured that such books as these are well calculated to excite our youth of all conditions to deeds of daring and acts of self-denial:—

And now, as I write the concluding lines of my book, the reality of the work related is deeply impressed upon my mind, for this morning my two little boys came running down stairs making the house ring with their cries of "The Life-boat! the Life-boat!" they had seen it from their nursery window. Yes, there she was, being towed by the steamer, the rough seas lashing over her; her flag was flying in triumph. I could see through my glass that there were about a dozen saved men on board the steamer, and, as I have since learned, seldom have men more narrowly escaped than did those poor fellows, and seldom have men been saved by a greater exhibition of courage and perseverance than was displayed by our Life-boat men while effecting their rescue.

The *Scott*, a barque of 345 tons, bound from Sunderland to Algiers with a cargo of coals, after experiencing much stormy and thick weather, ran on the Kentish Knock Sands, at five o'clock in the morning; the seas immediately began to break over her; the carpenter sounded the well and found two feet and a half of water in her hold, but as the waves lifted her and plunged her down upon the Sands, she filled at once with water. The captain sent the steward into the cabin for the ship's papers; he found the water up to the cabin floor; he seized the box in which the papers were, and ran up on deck; a wave rushed over the vessel and swept him along the deck; he caught hold of a rope with one hand, but one of the sailors, overwhelmed by the same wave, threw his legs around his neck and nearly tore him from his hold; the wave passed and the two men were enabled to spring into the rigging, all hands had to take refuge there, for within five minutes of the vessel's striking she began to break up; the boats were washed away, the deck-house was torn to fragments and carried away piecemeal; the deck began to twist, and buckle, and open, and then was speedily ripped up by the force of the seas, and torn away plank after plank. The vessel broke her back and heeled over on the starboard side, and settled down upon the Sands; the men could not make any signal of distress, and if they could have done so, they were miles away from any Life-boat, and at any moment the masts might give, and they be plunged into the boiling sea. If the weather moderated, some passing vessel might see them, and be able to send a boat in to their rescue, but not while the gale lasted. The day grew on; many vessels passed the Sands, but not near enough to be able to make out the men in the rigging of the masts, which were only just above water; the weather grew worse and worse, the day was wearing away, and the night coming on—it was all very, very hopeless!

At last a brig passed nearer to them than any

other vessels had come; the mate said, "If they are looking at the wreck with a good glass, they may, perhaps, see us," and he stood up and waved to them. At that moment, most providentially, the pilot on board the vessel looked at the wreck through a glass, and saw the mate waving his sou'-wester cap. The brig soon after spoke a smack that was making in for the land, and the smack proceeded to Broadstairs and reported a

wreck on the Kentish Knock, with the crew in the rigging, and that a Life-boat was wanted for their rescue, for that no ordinary boat could live through the sea that was running over the Sands. At Broadstairs they felt that their own boat could never get there in time without the assistance of a steamer, and they telegraphed to Ramsgate. It was about six o'clock in the evening, the steamer *Aid*, with *READING* in command and the Life-boat



Bradford, with *Fish* as coxswain, and *R. Goldsmith* as second coxswain, at once made their way out into the gale and tremendous sea to the rescue of the shipwrecked crew.

In the meantime the poor fellows on board the wreck waited on almost in despair, the ship each moment yielding to the force of the storm till the whole deck was washed away, and the masts were working more and more loose; happily she had wire rigging, which stood the heavy swaying

and lurching of the masts better than the ordinary rope rigging would have done.

It was piteous in talking to the men to hear them describe the condition of utter despair that they were in, and how little ground they could find for any hope whatever; piteous to hear the captain say, "There were just two planks of the deck left floating entangled in a rope, and I kept watching them, thinking that if the mast went I would try and swim to them, and float on them

for the chance of being picked up by some vessel," to hear the mate answer, "But I was just watching them, too, with the same idea," and the carpenter adds, "That was just the plan I had in my mind."

And thus the ten men clung to the rigging and to each other, standing on the small crosstrees of one tottering mast, hour after hour. The day passed, still no signs of rescue—it became quite dark—it seemed impossible that they could ever see another day's dawn.

They might perish at any moment!—at any moment!—and all ten of them. This was the conviction of each one. They told me how endless the dark hours of that terrible night seemed; and one man said, "That the thought that seemed ever present with him, was the bitter way that his little boy sobbed and cried when he bid him good-bye, and how he would cry again when he heard that 'Daddy was gone!'" At last there was a streak of dawn, but the mast had fallen over almost to a level with the water and seemed still yielding rapidly; they might see the sunrise again, but that was all; when one of the sailors cried out, "A steamer! what good can that be to us?" and they watch her without interest, for there seems little chance of her coming in their direction. "Ah! she is running down the edge of the Sands, and comes nearer, and nearer! Well, she can't help us if she does; no boat can come across the Sands to us in this surf—no! no!" Shortly a man cries, "She has a large boat in tow; what! perhaps a Life-boat! it may be that some passing vessel made us out yesterday and has sent a Life-boat." Oh what a thought of hope, of joy, of life! "Can it be so? It is—it is! Thank God, it is—it is! Look, she has left the steamer, and is coming in through the breakers straight towards us!"

It is something to remember, the way in which one man said to me, as if almost unnerved by the remembrance, "Oh what a beauty she looked! what a beauty she looked, coming over those seas!"

The steamer and Life-boat had got out to the Sands after battling with the storm for a distance of twenty-six miles. At about 11 o'clock the night before, they spoke the Lightship on the Kentish Knock, and learnt the bearings of the wreck; but they found that it was impossible to discover her in the darkness of the night and storm, so after several vain efforts they lay to until the morning. As soon as it was light they went in search of the wreck, and the Life-boat made in across the Sands, and it was then truly a great matter of heartfelt congratulation to the Life-boat men that all their labour and perseverance had not been in vain, for to their great joy they could see the crew in the rigging. They anchored the boat as near to the wreck as they could venture, and then let the cable veer out until the boat was under the vessel's jib-boom. It was low tide; the seas were not breaking over the wreck so violently as they had been, and the men were able to work their way out on to the bowsprit, and drop into the boat, and thus the ten men were saved, after being twenty-six hours holding on in the maintop of the wreck.

The flood-tide was just making; all felt that as soon as it rose and the wreck began to heave and work again, the mast would speedily go, and they realized to the full that they had only been saved just in time.

The Life-boat returned to the steamer as speedily as possible, and put the rescued men on board her. The shipwrecked men had not tasted anything for nearly thirty-six hours, as it was before breakfast time that they had run ashore, and they had been in the rigging for twenty-six

hours. The Life-boat got back to the harbour at 11 o'clock in the morning; the Life-boat men had been in the open boat, exposed to all the fury of the storm, for nearly seventeen hours, and their exhaustion was very great. The kindness of some friends provided the weary and famished men with a good dinner at the house of their old comrade and friend, JARMAN, and soon after a telegram came from Mr. LEWIS, of the Life-boat Institution, to whom tidings of the rescue had been telegraphed, that the Life-boat men were to have a sovereign each and a good dinner;* but by that time they were all resting at home after their long hours of fatigue. Other friends made recognition by subscription, of their noble services; and comfort was thus carried into the homes of our "Storm Warriors" after their gallant and triumphant efforts in saving life.

The shipwrecked men were cared for in our Sailors' Home, and speedily recovered their fatigues. The Captain told me he did not think they would have been alive one hour longer if the Life-boat had not come just when she did; and, speaking of the Life-boat, said, with deep feeling, "Oh! she is a noble boat, and nobly manned; there could not be a kinder set of men!"

THE NATIONAL LIFE-BOAT INSTITUTION.

In the year 1824 was established, in the City of London, mainly through the benevolent and untiring exertions of the late Sir WM. HILLARY, Bart., Mr. THOMAS WILSON, M.P., and others, the "ROYAL NATIONAL INSTITUTION FOR THE PRESERVATION OF LIFE FROM SHIPWRECK." The objects of the Society were thus briefly but clearly defined by its title, and were intended to benefit all who, in war or in peace, were in danger from shipwrecks on the shores of the British Isles.

With a very limited income at its disposal, the Institution pursued its career of usefulness for many years; and the community at large owe a deep debt of gratitude to the noble men who founded the Society, and who afterwards devoted their best energies to its management.

Matters continued in this state until the year 1851, when its Committee of Management renewed their exertions, and boldly undertook, with the aid of the British public, to establish and permanently maintain Life-boat Stations wherever they might be needed around the whole coasts of the British isles. And now, twenty-two years after the last-named period, the Institution finds that, with God's blessing and the liberal support of that public to which it had confidently appealed, its task, so far as

* This was in addition to the other rewards received by the crew, amounting altogether to about 4*l.* per man.

the establishment of Life-boats on dangerous points of our coasts is concerned, approaches completion. It now possesses no less than *two hundred and thirty-seven Life-boats*; and at this moment its Managing Committee are unaware of any place where a Life-boat is needed, and a competent crew can be obtained to work it, which is unprovided. It is, nevertheless, ready to receive invitations from any part of the United Kingdom where, in the opinion of those locally resident, a Life-boat is required.

But it must be remembered that there are extensive lines of coast where, owing to the absence of trade, wrecks very rarely take place, and where, therefore, it would only be diverting money from more useful objects to establish Life-boats, whilst there are other localities at which, from the rocky or precipitous character of the shore, they could not be launched or hauled up in gales and heavy seas without certain destruction, or where there are no competent boatmen to work them.

The resources and energies of the Institution will no doubt, therefore, in future have to be chiefly, if not solely, devoted to maintaining in a state of complete efficiency and constant readiness for service the magnificent fleet of Life-boats which it now has under its management. And it must also be remembered that Life-boats, and the various articles of their equipment, will wear out, and are constantly liable to injury, and that therefore a large annual income* is absolutely needed to meet those contingencies, to reward the crews for their noble services, and pay the salaries of the coxswains of the boats and the permanent expense of the quarterly exercise of their crews.

Another source of expense likewise arises from encroachment of the sea, which in some localities washes away or injures slipways, roads cut through cliffs, and other approaches to the shore, thus cutting off the communication between the Life-boats and the sea, and which therefore require from time to time

to be renewed or repaired, and occasionally even necessitate the removal of the boat-houses to safer or more favourable positions.

Entering now on its jubilee, and, as it were, a new phase of its existence, a favourable standing point is arrived at whence to survey the past career of the Institution. As we said before, founded in 1824, the first phase embraced the time from that date until 1851. During that period, with a comparatively small annual income, it gave pecuniary rewards and gold and silver medals to boatmen and others for saving lives from shipwreck, and assisted local Life-boat Associations in the shape of donations, to enable them to procure Life-boats and keep them in repair.

In this manner it no doubt did its utmost towards effecting the object for which it was founded—the preservation of life from shipwreck—although its more active exertions towards effecting that object by the establishment and permanent supervision of Life-boat stations on the coast had not, from the want of means, then commenced.

The second phase, commencing in 1851,* may be said to have now terminated, or nearly so; and perhaps no human institution of modern times can show such a rapid development, or more splendid results. At its commencement, with some 8 or 10 comparatively inferior and ill-found Life-boats nominally in connection with it, at its conclusion with *two hundred and thirty-seven* valuable and splendid boats, perfectly equipped, for the most part mounted on well-designed and admirably built carriages for land-transport, and kept in solidly constructed and durable boat-houses, built according to the plans and specifications of a well-known London architect, and each establishment costing, on an average, 700*l.*; with practised and willing crews, and local committees of management, each with its honorary

* It should be mentioned that in 1855 the Institution changed its title somewhat, and became the "ROYAL NATIONAL LIFE-BOAT INSTITUTION FOR THE PRESERVATION OF LIFE FROM SHIPWRECK."

* At least 20,000*l.* a year.

secretary, and maintaining a constant communication with the central managing body in London. And above all, as a result, the preservation, on an average, of about six hundred lives annually.

And now, encouraged by the past, it enters on its third phase with confidence and hope in the future; the Managing

Committee firmly believing that so long as it can show that it is earnestly and efficiently carrying out the work it has undertaken, and to a large extent reducing the annual death-roll on our coasts, it will never fail to command and receive the confidence and support of the British people.

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

FOWEY (POLKERRIS), CORNWALL.—On the 27th March, 1872, the Dutch schooner *Douro* was seen in distress in St. Austell Bay, during a heavy southerly gale, and in a rough sea. The *Rochdale* Life-boat soon went to her assistance; and at the request of the master she remained alongside for upwards of three hours; when, as the gale was still increasing, and there was no chance of taking the vessel into port, while the lives of her crew of 4 men were in imminent danger, they gladly availed themselves of the Life-boat, and were brought safely ashore. The schooner afterwards broke from her moorings, drove on to the Par Sands, and became a total wreck. The Life-boat men were enthusiastic in their praises of their boat while performing this arduous service.

MOELFRE, ANGLESEY.—The schooner *Confidence*, of Aberystwith, struck on the Dulas Rocks, about five miles from this place, during a heavy gale from the S.W., at one o'clock on the morning of the 14th Nov., 1871, and, on the tide receding, she was for several hours high and dry on them. The crew of 4 men got on the rocks; but 2 of them afterwards returned to the schooner, to fetch some goods from her, and the vessel floating, they were carried out to sea. Fortunately, the vessel was taken in tow by a steamer, and brought safely into Holyhead Harbour. The two men who were left on the island could not possibly reach the mainland, a distance of over two miles, without a boat, and indeed any ordinary boat would hardly have lived in the rough sea that was then running. As the tide rose, the poor men were gradually surrounded by the sea, and were in imminent peril. Happily, however, they had been observed

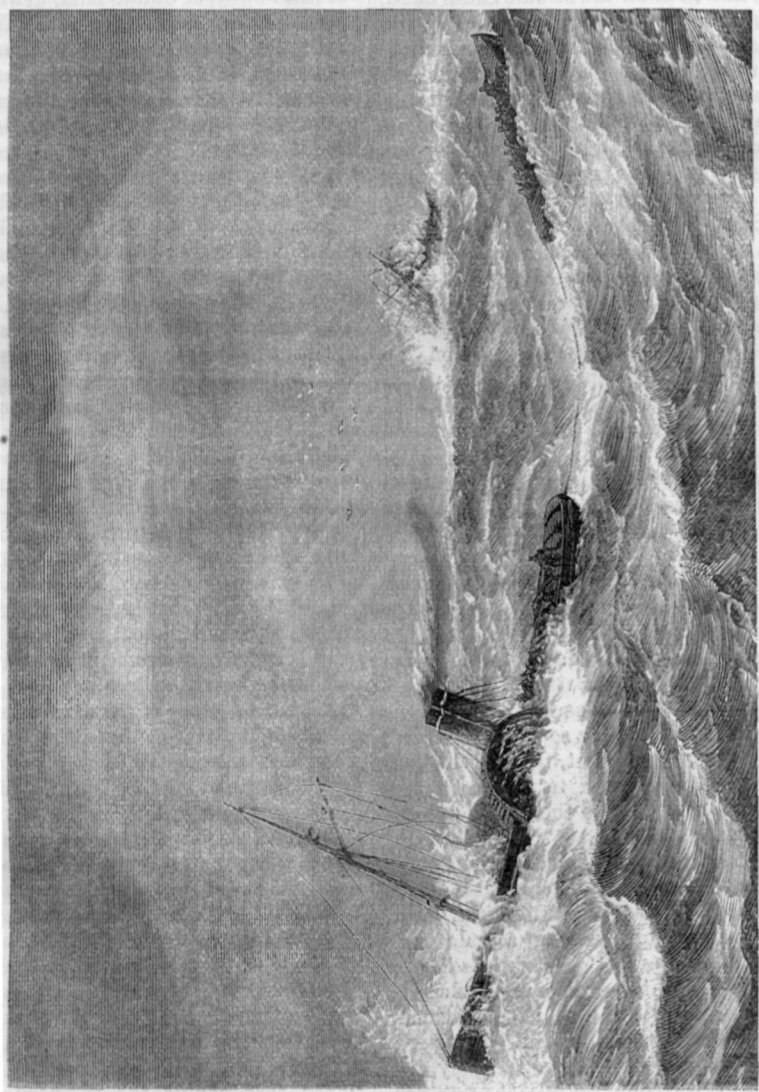
from the shore, and a messenger was despatched on horseback for the Life-boat, which immediately put off to their assistance, and soon brought them safely to land.

KESSINGLAND, SUFFOLK.—During squally weather, on the 28th March, 1872, the barque *Exe*, of Exeter, went on the Newcome Sand in a very dangerous position. The Kessingland No. 1 Life-boat, the *Bolton*, was promptly launched to her assistance; but before she could get to her, the vessel came off the Sands, and proceeded through the Stanford Channel, the aid of the Life-boat being declined. As the men could see, however, that she was leaking fast, the boat followed, and her crew were eventually employed to try and save the barque; but this could not then be accomplished, and she ultimately went down in Lowestoft North Roads. The crew then took to their boats, and in leaving the wreck one of them capsized. Fortunately the 2 men in it were saved by the Life-boat.

CAISTER, NORFOLK.—On the 22nd March, at 9.15 P.M., flares were seen from a vessel on the Barber Sand, by the beachmen. They launched the surf-boat *Boys*, and went to the Sand, but could not get within a warp's length of the vessel, as there was no water on the spot where she lay sufficient to float the boat. Failing to reach her from any quarter they anchored till the tide flowed, when, after various trials, they got along-side her, and took out the crew of 6 men, with their clothes, &c., after about six hours' exposure to snow, squalls, and weather. The beachmen, being thoroughly wet and cold, and not expecting that the

vessel could get off the Sand, returned home directly with the crew; but the next morning, being light, she came off, and the Scratby beachmen boarded her. The Caister men then took the captain

back to the brig in the Life-boat, and the vessel was taken into Yarmouth Harbour by the Scratby men. She was the brig *Ark*, of West Hartlepool, bound thence from London in ballast.



On the 10th Oct., the large Life-boat on this station put off, in reply to signals of distress, during a heavy gale from the S.S.W., and found the brig *Eglantine*, of Whitby, in a disabled state near the *Cockle* Lightship. She had broken from her anchor, and fouled another ship; and

when the Life-boat reached her, she found she had carried away her masts and was encumbered with the wreck of the masts and rigging. Four of the crew had taken refuge on the Lightship, leaving only the captain and a boy on board the brig. The Life-boat took the 4 men back, and,

with the help of a steamer, she afterwards succeeded in taking the vessel and crew safely into Yarmouth Harbour.

Eight days afterwards, the same valuable Life-boat proceeded to the assistance of the ship *St. Johanner*, of Dantzic, which had gone on the Middle Cross Sand, during a strong wind from the south. They found the sea was breaking heavily over the stranded vessel, which was full of water, but was kept from sinking by her cargo of deals. The Life-boat managed to near the ship, although the boat was whirled round and round three or four times by the heavy seas while crossing the Sands. Fortunately two steamers came up, and, with their help, the ship was got off the Sands and afterwards taken to London with her crew of 18 men.

Again, on the 5th Nov., the schooner *Mary Grace*, of Whitstable, went on the South Cross Sand, during a strong wind from the S.W. and in a heavy sea. As the tide made, the sea broke over her, and she filled with water. The large Life-boat went off to her, and, with the aid of two steamers, she and her crew of 7 men were rescued from their perilous situation.

On the 15th Nov. the surf Life-boat, the *Boys*, assisted by a steamer, saved the schooner *Mediateur*, of Nantes, and her crew of 6 men, from a dangerous position near the North Star Battery, Great Yarmouth. The vessel was damaged in the stern, and was riding so close in-shore, with all her chain out, that on the turn of the tide she would in all probability have been driven on to the beach, had she not been thus rescued.

The last service rendered at the Caister Life-boat station in 1872 was that on the 10th Dec., by the *Boys* Life-boat, when she proceeded out, during a gale from E.N.E., to the aid of the brig *Pallion*, of Sunderland, which had been fouled by another vessel. With the aid of a steamer, the Life-boat succeeded in getting the brig and her crew of 8 men safely into Lowestoft Harbour. While she was proceeding with that ship, signals of distress were shown from another vessel, the *Lady Douglas*, of London, which had sprung a leak, and had several feet of water in her hold. Fortunately the Life-boat, being close at hand, went to her assistance, reached her just in time, and, with the aid of a steamer, succeeded in getting

her and her crew of 6 men safely into harbour.

PADSTOW, CORNWALL.—On the 2nd April, during a strong gale from the N.N.W., and in a tremendous sea, the barque *Viking*, of Sunderland, went ashore in Harlyn Bay, near this place. The City of Bristol Life-boat, *Albert Edward*, was taken on its carriage to the bay and launched. After a severe struggle the wreck was reached, and the boat began to take off those on board from the bowsprit, the only accessible part of the vessel. An infant was first lowered on to the bows of the boat, one of the ship's crew holding it. The infant was saved, but the sailor was unfortunately washed overboard and drowned. The boat itself was at the same time driven away from the ship on the rope parting, and by a succession of seas was forced ashore, where the infant was landed, and another and successful effort made to reach the wreck. The Master's wife and boy, and 4 of the crew, were taken into the boat that time and safely landed. One man missed falling into the Life-boat from the ship, but fortunately he was washed ashore, although in an exhausted state. The remaining 3 men of the crew had been saved before the arrival of the Life-boat, with the praiseworthy and venturesome assistance of the persons on shore. This Life-boat service was indeed one of a very exemplary character, as will be at once conceived when we consider the length of time the service occupied, the difficulty of launching the Life-boat from the flat sandy shore, and working her when afloat when she was never free from heavy seas and surf; the very great exertions the crew were required to make to reach the vessel, from the seas on either side of her meeting at the bow and driving her back; and from the boat having had to approach the wreck three times, in consequence of the connecting ropes having parted on two occasions. Accordingly, it should be mentioned that double the ordinary reward was voted on this occasion by the Institution to the brave Life-boat men, together with the Silver Medal of the Society, and a copy of the vote, inscribed on vellum, to each of the two coxswains. It is also gratifying to know that Captain THOMAS GENTLES, the master of the *Viking*, wrote expressing his gratitude for the kind ser-

vices and sympathy all had shown him on the occasion; and he added, "We are completely unable to express our grateful feelings to Coxswain COREHILL and the crew of the Life-boat, for their determined and gallant conduct on the occasion, in again and again bringing the Life-boat to the *Viking*, after being so many times driven back by the tremendous sea which so continuously broke around the ship."

The boat was again afloat on service on the 27th Dec., on which day she was called out to the assistance of a vessel in distress at the mouth of the harbour, which proved to be the schooner *Caroline Phillips*, of Padstow, and when she was instrumental in saving the crew of 3 men, a strong gale from the S.S.W. blowing at the time, accompanied by a heavy chopping sea.

NEW BRIGHTON.—The brigantine *Thomas*, of Dumfries, drove on the Little Burbo Sand-bank, off the mouth of the Mersey, on the 21st April, during thick weather, and afterwards beat across it, and sank in deep water. The crew of 4 men took to their boat, but the sea was so heavy that one of them was washed out of it and drowned. The other 3 men were afterwards picked up by a pilot-boat, and then transferred to the *Willie and Arthur* tubular Life-boat, which had gone out to their assistance, and which brought them to New Brighton, whence they were taken on to Liverpool in a steam-tug.

On the morning of the 16th Nov., the services of the tubular Life-boat were required by a large barque ashore on the West Middle Line. She proceeded out at once, and, at the request of the master, remained alongside the stranded vessel, which was striking heavily, to see if she would beat over the bank on the flowing tide, the ship's crew coming into the Life-boat during that time. Fortunately, as the tide made, the barque floated, when the crew were put on board again, and with the aid of the Life-boat men, some of whom went on board and assisted at the pumps, she was towed back into the Mersey. She was the barque *Vale of Nith*, of Liverpool, bound thence to Valparaiso with a general cargo, and having a crew of 21 men. Before the arrival of the Life-boat, the crew had launched their own long-boat, but as soon as it was in

the water, it broke adrift, and was knocked to pieces by the very heavy seas. The first mate had a narrow escape of his life, for he was nearly washed overboard, only saving himself by catching at the main-brace.

BRIGHTSTONE GRANGE AND BROOKE, ISLE OF WIGHT.—The brig *Etoile*, of St. Malo, from Cette, bound to Riga, laden with salt, got on the rocks a little to the eastward of Sudmore, at 9.30 P.M., on the 3rd of May. The night was intensely dark, a fresh gale blowing from the S.W., with rain and a heavy ground-swell. The signal light of the vessel in distress was sighted from two separate points by the coastguard, who hastened to the Life-boat stations nearest their respective beats—the one at Brooke, and the other at Brightstone Grange, upwards of three miles apart, and fired the signal guns, so that both crews were summoned almost simultaneously. With great promptitude the horses were attached, and the Royal Victoria Yacht Club Life-boat, *Rescue*, at Grange, on her transporting-carriage, immediately left for the beach, and was thus conveyed along shore, a distance of a mile and a quarter, to nearly opposite to where the *Etoile* lay stranded. The tide being half-ebb, great difficulty was occasioned in launching, but eventually perseverance and prompt attention to the commands of the coxswain proved successful, and in twenty minutes after the launch, the Life-boat was near enough to enable the crew of 8 men to escape to the boat by means of ropes, and soon afterwards they were safely landed on the shore. The Brooke Life-boat *George and Ann* arrived at the wreck about ten minutes after the crew had been taken off by the other Life-boat.

WITHERNSEA, YORKSHIRE.—On the 14th July the Withernsea Life-boat went out during a strong breeze from the N.E. to the steamer *Rolla*, of Hull, which had gone ashore about two miles south of Withernsea. The vessel, however, succeeded in getting out of danger without the assistance of the Life-boat. The expense of this launch was defrayed by the owners of the steamer.

SUMMARY OF THE
MEETINGS OF THE COMMITTEE.

THURSDAY, 2nd Oct., 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 Skegness, Hull, Hornsea, Margate, Broadstairs, Kingsgate, Ramsgate, Walmer, Deal, Kingsdowne, Dover, and Littlestone.

Also the Report of Capt. D. ROBERTSON, R.N., the Assistant-Inspector of Life-boats to the Institution, on his visit to Sunderland on the occasion of the "Good Templar" Life-boat Demonstration.

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

	£.	s.	d.
"Good Templar" Life-boat Fund, per Rev. JAMES YEAMES, additional . . .	300	0	0
The Misses HEWITT, per JOHN EDMONDSON, Esq.	100	0	0
J. B. BARKWORTH, Esq.	50	0	0
Half the proceeds of two entertainments given by the "Old Stagers" Dramatic Club at the Margate Theatre	7	0	0

To be severally thanked.

Reported that the following Legacies had been bequeathed to the Institution:—

	£.	s.	d.
The late Mr. JOHN THOMPSON, of Nottingham (duty free)	500	0	0
The late Mr. JEREMIAH HAWKINS, of Minsterworth, Gloucester (duty free)	200	0	0
The late Rev. C. INGLEBY, of Cheadle (duty free)	100	0	0
The late Mr. C. G. S. SABINE, of Ipswich	50	0	0

Reported the transmission to its station of the Sunderland No. 1 new Life-boat, the *Good Templar*. The boat had been launched at its station on the 16th Sept., in the presence of a large body of Good Templars and others.

Decided to replace the present Life-boat at Skerries by a new one.

Also to appropriate the new boat to Mr. THOMAS PLATT, who had presented to the Institution the cost of a Life-boat, to be named the *Laura Platt*, after his late daughter.

Mr. LEWIS, the Secretary of the Institution, reported that he had, during the months of August and September, visited some of the Life-boat Stations on the coasts of Northumberland and Devon. He found them all in excellent order, and the crews continued to express the utmost confidence in their boats.

The Committee expressed their deep regret at the decease of Mr. ALDERMAN FRANCE, of Glossop, who was the original promoter in the Ancient Order of Foresters, as well as in the Independent Order of Odd Fellows (Manchester Unity), of the projects to raise Life-boat funds on behalf of the Institution, which had resulted in three Life-boats being presented to the Society, as well as annual subscriptions to the amount of 150*l.* in aid of the maintenance of the boats.

Read letter from the Secretary of the Treasury Department of the United States of America,

of the 20th August, and the Inspector of the United States Life-Saving Stations, of the 12th idem, thanking the Institution and its officers for the co-operation afforded by them to that Government in having constructed for them a Life-boat on the plan of the Society.

Read letter from Mr. ROBERT ATKIN, of Lombard Court, E.C., of the 4th Sept., calling attention to his plan of a steam Life-boat.—To be acknowledged.

Paid 152*l.* 7*s.* 6*d.* for sundry charges on various Life-boat establishments.

Voted 7*l.* 11*s.* to pay the expenses of the Wexford No. 2 Life-boat, in putting off through a heavy sea, on the 5th Sept., and rescuing the crew of 5 men and a pilot from the schooner, *Gem*, of Wexford, which became a total wreck on the Dogger Bank.

Also 15*l.* to pay the expenses of the Cullercoats Life-boat in going out in a southerly gale and heavy sea, and saving the master and crew of 11 men from the S.S. *Lizzie*, of London, which had gone on the rocks at Brierdean, on the Northumberland coast, on the 19th Sept.

Reported that the Ramsgate Life-boat had gone off in reply to signals of distress from the barque *Amazon*, of Gothenburg, which had stranded on the Goodwin Sands, during a fresh W.S.W. wind, on the 16th Sept., and had rescued all on board, consisting of the master, his wife, and the crew of 11 men.

Voted 9*l.* 15*s.* to pay the expenses of the North Deal Life-boat in putting off on the following day to the assistance of 5 Broadstairs boatmen, who had gone out to the wreck of the *Amazon* to save property, she being a timber-laden vessel, and who could not be got off by any ordinary boat. Fortunately, after crossing the Sands through a very heavy sea, the Life-boat was enabled, at great risk, to rescue them from their perilous position.

Reported the services of the Piel Life-boat, in going off during a heavy gale from N.W. to S.W., on the 10th Sept., and rendering important assistance to the barque *Fortuna*, of Gothenburg, which had gone ashore in Morecambe Bay.

Voted 56*l.* 14*s.* 6*d.* to pay the expenses of the Life-boats stationed at Fraserburgh, Douglas, Walmer, Lytham, Southport, Rye, and Winchelsea, in either assembling the crews or putting off in reply to signals of distress from various vessels, which fortunately did not ultimately require the services of the Life-boats.

Voted the Silver Medal of the Institution to Mr. RICHARD JINKS, Chief Officer of H.M. Coastguard at Cardigan, in acknowledgment of his general gallant conduct in saving life from Shipwreck in the Life-boats of the Institution, and particularly for his services on the 13th Sept., when he put off twice in the Cardigan Coastguard boat, and saved the crew of 2 men of the smack *Ocean*, of Milford, which had been driven on Cardigan Bar during a S.E. wind and in a heavy sea.

6*l.* were also voted to the 6 men who went off with Mr. JINKS to effect this rescue.

Also the thanks of the Institution inscribed on vellum to Mr. L. DAKYNS, of Holy Island, and a pecuniary reward to 2 other men, for saving Lieut. HINGSTON, R.N., on the occasion of the capsizing of the gig of H.M. Gun Boat *Foam*, off Bamburgh, on the 13th Sept.

Also the vellum thanks to Mr. THOMAS THOROGOOD, Commissioned boatman in H.M. Coastguard at Cairnbulg, N.B., and 8*l.* to 8 other men for rescuing 8 men from the wrecked luggers, *Ebenezer*, of Clyth, and *David and Andrew*, of Islay, on the 3rd and 17th Sept.

Also the thanks, inscribed on vellum, to Mr. J. C. FOTHERGILL, and 16l. to 10 men for their services in saving 5 men from the smack *Hero*, of Maryport, which was wrecked off Douglas, Isle of Man, during a S.E. gale, on the 13th Sept.

Also 5l. to the crew of the yawl *Elizabeth and Emma*, of Filey, for saving the disabled coble *Welcome Home*, and her crew of 2 persons, while it was blowing from N.W. to W. on the 18th Sept.

Also 1l. 10s. to 3 men at Cahore, Ireland, for saving 1 of the crew who had fallen overboard from the smack *Charlotte*, of Courtown, on the 10th Sept.

THURSDAY, 6th Nov., THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Also the Report of the Inspector of Life-boats, on his recent visits to the Dunwich, Aldborough, Thorpe, Southwold, Kessingland, Lowestoft, Pakefield, Corton, Gorleston, Yarmouth, Caister, Winterton, Hasborough, Palling, and Bacton Life-boat Stations.

Also the Report of the Assistant-Inspector of Life-boats on his recent visits to Douglas, Ramsey, Castletown, Liverpool, New Brighton, Southport, Lytham, Blackwood, Fleetwood, and Piel.

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

	£.	s.	d.
Collected by Mrs. H. F. PENNY, in aid of the Rhosneigr Life-boat	50	0	0
Lady VIVIAN, further on account of her Life-boat Fund.	47	9	10
Proceeds of an Entertainment by the Newport (Mon.) Histrionic Club, per W. J. Dix, Esq., additional	32	16	7
Mrs. ANNE GOMONDE, additional	20	0	0
Proceeds of a Collection after a Sermon at St. John's Church, Margate, per Rev. W. BENHAM, M.A.	23	15	1
Offertory at Filey Church on 25th Sept., per Rev. BASIL WOODD	12	2	2
Collected on board the S.S. <i>Edinburgh Castle</i> on her voyage from Cape Town to England, per Capt. J. Howson	7	5	0
Officers and Crew of the ship <i>May Queen</i> , of Alloa, per Capt. J. ROSS	1	17	0

—To be *severally* thanked.

Reported that the following Legacies had been bequeathed to the Institution:—

	£.	s.	d.
The late Mr. ALEXANDER FINDLATER, of Kingstown, Ireland.	200	0	0
The late Mr. JOHN COLEMAN, of Melbury Osmond	50	0	0
The late Mrs. HANNAH CLARKE, of Elloughton, Yorkshire (Reversionary)	19	19	0
The late Mrs. MARGARET RIFFON, of North Shields	19	19	0
The late Mr. BENJAMIN BARNS, of Ipswich (in aid of Ipswich Life-boat), Reversionary	5	0	0

Read letter from Vice-Admiral Baron DE LA RONCIERE-LE-NOURY, stating that he had been appointed President of the French Shipwreck Society, in succession to the late Admiral RIGAULT DE GENOUILLY.

Reported that His Grace The Duke of NORTHUMBERLAND, President of the NATIONAL LIFE-

BOAT INSURRUCTION, had, on behalf of the Committee, acknowledged the receipt of this communication, and expressed his gratification at the Baron's election.

Reported the transmission to their stations of the Dunwich, Blakeney, and St. Andrew's new Life-boats.

The Dunwich boat had been taken, free of charge, from London to Darsham by the Great Eastern Railway Company, and the boat had been publicly inaugurated at its station on the 9th Oct.

The Blakeney Life-boat had been towed from London to its station, free of charge, by the steamer *Black Diamond*, belonging to Messrs. FENWICK & Co., of Abchurch Chambers, E.C., and the Great Eastern Railway Company had brought back the old boat without charge.—*To be thanked.*

Decided that various works be carried out at the Queenstown and Flamborough Life-boat Stations at an expense of 388l. 5s. 6d.

Read letter from Mr. R. B. FORBES, of Boston, U.S., of the 26th Sept., forwarding a copy of his Pamphlet on 'The Hammock as a Life Preserver,' and suggesting the use of the South American Balsa wood as a substitute for cork in the construction of Life-boats.—*To be acknowledged.*

Voted the thanks of the Committee to SAMUEL HARRIS, Esq., and Dr. H. MAUNSELL, in acknowledgment of their past kind co-operation as the Honorary Secretaries of the Douglas and Grey-stones Branches of the Institution.

Paid 3115l. 6s. 6d., for sundry charges on various Life-boat Establishments.

Voted 8l. 14s. to pay the expenses of the Cardigan Life-boat in putting off during a strong gale from N.N.W., on the 20th Oct., with a crew of 9 men, instead of her proper complement of 13 hands, and, after three hours' service in a strong gale and heavy sea, saving from an inevitable death the crew of 2 men belonging to the sloop *Peggy*, of Cardigan, which had gone on Quay Back.

Also 9l. 2s. to pay the expenses of the Blackpool Life-boat, in going out while it was blowing a heavy gale from N.W., on the 20th Oct., and rescuing the crew of 2 men from the sloop *Leven*, of Runcorn, which was in a distressed condition off Blackpool.

Also 8l. 15s. to pay the expenses of the Ramsey Life-boat, in going off to the distressed schooner *Mary*, of Laxey, while it was blowing a strong gale from N.N.W., on the 22nd Oct. Fortunately the Life-boat was enabled to bring safely ashore the crew, consisting of 3 men.

Also 13l. 10s. to pay the expenses of the Solva Life-boat, in putting off and rescuing the crew of 4 men from the schooner *Sarah*, of Strangford, which was wrecked in St. Bride's Bay, during a moderate gale from N.W. to W., on the 22nd Oct.

Also 14l. 8s. to pay the expenses of the Lossiemouth Life-boat in putting off, during a gale from N.W., on the 1st Nov., and saving the crew of 3 persons from the schooner *Lord Reidhaven*, of Banff, which was wrecked near Lossiemouth.

Also 15l. to the crew of the Ramsgate Life-boat, *Bradford*, and harbour steamer, *Aid*, in addition to the other rewards received by them from the Board of Trade and the contributions of the public, amounting altogether to about 4l. per man, for saving under most gallant circumstances, the crew of 10 men of the barque *Scott*, of Sunderland, after they had been exposed for twenty-six hours in the maintop of the wreck, their vessel having sunk on the Kentish Knock Sands, on the 22nd Oct. It was blowing a gale from the west at the time, accompanied by lightning and

rain; and to accomplish this rescue the Life-boat had to be towed upwards of fifty miles, through a very heavy sea, in going to and from the Sands, and she was absent from her station about seventeen hours.

Reported that the Burnham Life-boat had gone off on the 15th Sept., while it was blowing from the N.W., and had assisted to save the schooner *Richard and Emily*, of Highbridge, which was in distress about seven miles off Burnham.

Also that the Holyhead Life-boat and a steamer had put off, while it was blowing very strongly from the S.W., on the 10th Oct., and rendered important service to the schooner *Gold Finder*, of Belfast, which was in distress in Holyhead Bay, and which was afterwards taken into harbour.

Also that the North Deal and Walmer Life-boats and the Ramsgate Harbour steamer had saved the Danish barque *Louisa*, and her crew of 10 men, which vessel had driven on the North Sand Head of the Goodwin Sands, during a W.S.W. gale, on the 10th Oct.

Also that the Caister No. 1 Life-boat had put off while it was blowing strongly from the N.W., and had assisted to save the brig *Hendon*, of Sunderland, and her crew of 9 men, which vessel had gone on the Cockle Sand, on the 20th Oct.

Also that the Girvan Life-boat had gone off, during a heavy W.N.W. gale, on the 20th Oct., and had rescued the schooner *Marie Boustead*, of Nantes, and her crew of 7 men, when that vessel was fast driving on a rocky shore.

Voted 67*l.* 1*s.* to pay the expenses of the Life-boats stationed at Fleetwood, New Brighton, Berwick, Llanddwyn, Maryport, and Abersoch, in either assembling the crews or putting off in reply to signals of distress from various vessels which did not ultimately require the aid of the Life-boats.

The Ramsgate and Cullercoats Life-boats had also gone out, with the view of rendering assistance to distressed vessels; but their services were not then required.

Voted the thanks of the Institution and 1*l.* to Mr. C. R. FELLOWES, an employé in the Post Office, and to Mr. J. NOBLE, of West Coker, for assisting to save 4 out of 5 men belonging to the fishing-boat *Wave*, of Burton Bradstock, which, during a strong S.E. breeze, had been capsized in the surf at Burton Freshwater, Dorset, on the 25th Aug.

Also 3*l.* to Mr. ALEXANDER GRAY, of H.M. Coastguard at Cromarty, another Coastguardman, and 4 lads, for saving the master of the smack *Hawk*, of Eyemouth, whose boat had been capsized in Udoll Bay, during squally weather, on the 24th July.

Also 3*l.* to 6 men for saving the master and mate from the capsized boat of the schooner *Gem*, of Wexford, on the 6th Sept., and subsequently 2 other men from the wreck of the schooner.

Also the thanks of the Institution and 10*s.* to a youth named WILLIAM MOATE, for plunging a height of 20 feet from the pier at Whitby, and saving a boy who had fallen into the sea, on the 16th Oct.

THURSDAY, 4th December.

Mr. CHAPMAN, before taking the Chair, expressed on behalf of himself and the Committee, their deep sorrow at the death of their much-respected Chairman, THOMAS BARING, Esq. M.P., F.R.S., V.P.

Mr. CHAPMAN having occupied the Chair, the Secretary read the Minutes of the previous Meeting, which were approved.

It was moved, and carried unanimously:

That the expression of the Committee's deepest regret be recorded on the occasion of the lamented death of THOMAS BARING, Esq., M.P., F.R.S., who had been their respected Chairman for nearly twenty years; occupying the front rank in the commercial world, and possessing a cultivated taste for art and literature, he blended with those characteristics a benevolence and modesty which constantly influenced his actions and demeanour. By the decease of Mr. BARING, the Life-boat cause had lost an earnest friend and liberal benefactor, and the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION desire to sympathize sincerely with his relations and friends on their recent bereavement.—

Ordered the Vote to be communicated to Messrs. BARING BROTHERS & Co.

Mr. CHAPMAN having vacated the Chair, and retired from the room, the Chair was occupied by Sir EDWARD FERROTT, Bart., V.P.

He said that for more than twenty years Mr. CHAPMAN had, with great advantage to the Life-boat cause, been most assiduous in his attendance at the Institution, and the manner in which he had actively discharged, with great ability and uniform courtesy, the duties of Deputy Chairman, had eminently commended itself to the Committee and the supporters of the Institution. He therefore felt assured that he was only giving expression to the unanimous feeling of the Committee in moving,

That, as a token of their great regard for Mr. CHAPMAN, he be elected at this meeting the Chairman of the Committee of Management of the NATIONAL LIFE-BOAT INSTITUTION.

The Resolution having been seconded, was carried unanimously.

Mr. CHAPMAN having returned to the room, was placed in the Chair amidst the acclamation of the Committee.

He said that he felt very grateful for this additional mark of their confidence in him. While occupying the post of Deputy Chairman he had certainly endeavoured to discharge those duties to the best of his ability, and no effort would be wanting on his part to retain their confidence while occupying the higher office.

Read and approved the Minutes 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 Cromer, Mundesley, Sheringham, Cleethorpes, Theddlethorpe, Donna Nook, Sutton, Skegness, Chapel, Hunstanton, Wells, Brancaster, and Blakney.

Also the Report of the Assistant-Inspector of Life-boats on his recent visits to the Life-boat Stations at St. Andrew's, Silloth, Maryport, Whitehaven, and Southport.

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

	£.	s.	d.
JOSEPH SOPER, Esq.	25	0	0
Offerory from the parish of Moreton- Lugg, Hereford, per Rev. W. R. SHEPHERD	5	7	0
Contents of two Pillar Contribution Boxes at the Crystal Palace, per Dr. PRICE, additional.	3	16	1

—To be severally thanked.
Also that the late Mr. JOHN STAFFORD, of Union Road, Newington, had bequeathed a legacy of 50*l.* to the Institution.

Also that 'A Lady' had presented 700*l.* to the Institution to defray the cost of a Life-boat to be named the *Good Will*.

Decided that this gift be appropriated to the Sunderland No. 2 Life-boat, and that the boat be named accordingly.

Decided, on the recommendation of the Assistant-Inspector of Life-boats, to replace the present Life-boat at Southport, Lancashire, by a new and larger boat.

Also that the new Life-boat be appropriated to the legacy of 500*l.* bequeathed to the Institution by the late Mr. JOHN FERNLEY, of Southport, to defray the cost of a Life-boat to be named the *Eliza Fernley*.

Reported that various papers relating to the work of the Institution had been supplied to Messrs. UTHOFF & Co., of Leadenhall Street, E.C., for the information of General FOSTER, President of the Life-boat Institution which had been formed at Vera Cruz.—*Approved*.

Voted the thanks of the Committee to A. K. LINDSAY, Esq., and GEORGE DAWSON, Esq., in acknowledgment of their past valuable co-operation respectively as the Treasurer and the Honorary Secretary of the St. Andrew's and Whitehaven Branches of the Institution.

Also the thanks of the Society to Mr. J. S. T. BREWSTER, Proprietor of the Prince of Wales Theatre and Concert Hall at Wolverhampton, in acknowledgment of his liberality in devoting the proceeds (£25) of an entertainment annually during the past eight or nine years in aid of the funds of the Institution.

Paid 134*5l.* 14*s.* 11*d.* for sundry charges on various Life-boat Establishments.

Voted 10*l.* 5*s.* to pay the expenses of the Cleethorpes Life-boat in putting off during a S.E. wind and remaining by the brig *Georg und Louise* of Rostock, which had struck on Cleeness on the 11th Nov.

Also 35*l.* to pay the expenses of the Caister No. 1 Life-boat in going off while it was blowing strongly from the N.N.E. and rescuing, under very perilous circumstances, the crew of 10 men of the barque *Filatore*, of Genoa, which became a total wreck on the Middle Cross Sand on the 16th Nov. The barque's crew had to drop from the ship a distance of over 20 feet into the Life-boat by means of ropes, and the boat was much damaged by being dashed against the vessel's bow.

Also 7*l.* 12*s.* to pay the expenses of the Wicklow Life-boat in putting off during a gale from the N.W. and saving a distressed skiff belonging to that port and her crew of 2 men on the 21st Nov. The skiff was being rapidly driven in the direction of the Codling Bank, where the heavy sea would at once have swamped her.

Also 8*l.* 7*s.* 6*d.* to pay the expenses of the Girvan Life-boat in going off while it was blowing a heavy gale from the N.W. and bringing safely ashore the crew, consisting of 7 men, of the brigantine *Unicorn*, of Irvine, which was in a distressed condition off Girvan on the 22nd Nov.

Also 16*l.* 5*s.* to pay the expenses of the Ardrossan Life-boat in going out during a fresh gale from the S. on the 26th Nov. and rescuing the crew of 6 men from the brig *Torrance*, of Irvine, which had gone ashore near the Long Craig Rocks.

Also 7*l.* 6*s.* to pay the expenses of the Dunganarvan Life-boat in putting off through a heavy cross-sea on the 29th Nov. and saving the crew of 6 men from the fishing-hooker *Little Queen*, of that port, which, during the strong W.S.W. gale then blowing, was dismasted, and was afterwards found to be in a leaky state.

Reported that the Caister No. 2 Life-boat had gone off while it was blowing strongly from the E. and had saved the schooner *Lord Howick*, of Maldon, and her crew of 6 men, on that vessel going on the Cockle Sand in a very heavy sea on the 8th Nov.

Also that the Skegness Life-boat had gone off during an easterly gale on the 10th Nov. and had assisted to save the brig *Françoise Marie*, of Caen, and the barque *Die Schwalbe*, of Rostock, and their crews, numbering 17 men, those vessels being in distress off Skegness.

Also that the Pakefield No. 1 Life-boat had put off while it was blowing strongly from the E.S.E. and had assisted to take the schooner *Levant*, of Brixham, and her crew of 7 men, into Lowestoft Harbour, after that vessel had gone on the Newcome Sands in a heavy sea on the 11th Nov.

Voted 119*l.* 5*s.* 6*d.* to pay the expenses of the Dover, Skegness, Lowestoft, Kessingland, Cadgwith, Lizard, Southwold, New Brighton, Cemaes, Caister, and Porthdinllaen Life-boats, in either assembling the crews or putting off in reply to signals of distress from various vessels, which did not ultimately require the aid of the Life-boats.

The Ramsgate and Scarborough Life-boats had also put off with the view of rendering assistance to distressed vessels, but their services were not eventually needed.

Voted the thanks of the Institution inscribed on vellum to Mr. S. MATTHEWS, master of the steam-tug *Iron Duke*, of Liverpool, for the excellent service he rendered on the occasion of the New Brighton Tubular Life-boat being towed out to a wreck by his steamer on the 23rd Nov.

Also 8*l.* to two boats' crews for going off and saving one of the crew of the barque *Iver Hirtfelt*, of Dragör, Denmark, which vessel had stranded off the No. 1 Battery, Dungeness, during a whole gale from E. by S. on the 9th Nov.

Also 4*l.* to 4 men belonging to Newquay, Cardiganshire, for rescuing the crew of 5 men of the fishing-boat *Lark*, which sank off that place during a fresh gale from N.W. and in a heavy sea, on the 27th Nov.

Also 3*l.* to 11 men at Scrabster, N.B., for going off in a pilot-boat, during very stormy weather, on the 23rd Nov. and bringing safely ashore the crew of 3 men of the distressed schooner *Cairduna*, of Thurso.

[*A Wreck at Sea*.—In the paper on this subject by Mr. J. TOM BURGESS, published in our Number for November, we had no time to acknowledge, at his request, that it was reprinted by the kind permission of Messrs. Geo. ROUTLEDGE & SON, from "Harry Hope's Holidays."]

NOTICE.—The next number of the "Life-boat Journal," containing the Annual Report, &c., will be published on the 1st of May, 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-seven Life-Boat Stations under the Management of the Institution.

<p>ENGLAND.</p> <p>Northumberland—Berwick-on-Tweed—Holy Island (two boats)—North Sunderland—Boulmer—Alnmouth—Hauxley—Newbiggin—Blyth (two boats)—Cullercoats—Tynemouth (two boats)</p> <p>Durham—Whitburn—Sunderland (four boats)—Seaham—West Hartlepool (two boats)—Seaton Carew</p> <p>Yorkshire—Middleborough—Bedcar—Saltburn—Runswick—Ugawg—Whitby (two boats)—Scarborough—Filey—Flamborough (two boats)—Bridlington—Hornsea—Withernsea</p> <p>Lincoln—Cleethorpes—Donna Nook—Theddlethorpe—Sutton—Chapel—Skegness</p> <p>Norfolk—Hunstanton—Brancaster—Wells—Blakeney—Sheringham—Cromer—Mundesley—Bacton—Hasbrough—Falling (two boats)—Winterton—Caister (two boats)—Yarmouth (two boats)</p> <p>Suffolk—Gorleston—Corton—Lowestoft (two boats)—Fakenfield (two boats)—Kessingland (two boats)—Southwold (two boats)—Dunwich—Thorpeness—Aldborough</p> <p>Kent—Margate—Kingsgate—Broadstairs—Ramsgate—North Deal—Walmer—Kingsdown—Dover—Dungeness (two boats)</p> <p>Sussex—Rye—Winchelsea—Hastings—Eastbourne—Newhaven—Brighton—Shoreham—Worthing—Selsey—Chichester Harbour</p> <p>Hampshire—Hayling Island</p> <p>Isle of Wight—Bembridge—Brightstone Grange—Brooke</p> <p>Alderney—St. Anne</p> <p>Guernsey—St. Samson's</p> <p>Dorset—Poole—Chapman's Pool—Kimmeridge—Weymouth—Lyme Regis</p>	<p>South Devon—Sidmouth—Ermouth—Teignmouth—Brixham—Salcombe—Plymouth</p> <p>Cornwall—Loos—Fowey—Mevagissey—Portloe—Falmouth—Porthoustock—Cadgwith—Lizard—Mullion—Forthleven—Penzance—Stanton Cove—St. Ives—Hayle—New Quay—Padstow—Port Isaac—Bude</p> <p>North Devon—Clowelly—Applodore (two boats)—Braunton—Morte Bay—Ilfracombe—Lynmouth</p> <p>Somerset—Burnham</p> <p>Cheshire—New Brighton—do. Tubular</p> <p>Lancashire—Southport—Lytham—Blackpool—Fleetwood—Piel</p> <p>Chumberland—Whitehaven—Maryport—Silloth</p> <p>Isle of Man—Ramsey—Douglas—Castletown</p>	<p>SCOTLAND.</p> <p>Kirkcubright—Kirkcudbright</p> <p>Wigtownshire—Whithorn—Port Logan</p> <p>Ayrshire—Ballantrae—Girvan—Ayr—Troon—Irvine—Ardrossan</p> <p>Isle of Arran—Kildonan</p> <p>Argyllshire—Campbeltown—Southend</p> <p>Caitness-shire—Thurso</p> <p>Orkney Islands—Stromness</p> <p>Elginshire—Lossiemouth</p> <p>Banffshire—Buckie—Banff</p> <p>Aberdeenshire—Fraserburgh—Peterhead</p> <p>Kincardineshire—Stonehaven</p> <p>Forfar—Montrose (two boats)—Arbroath—Buddon Ness and Broughty Ferry (Dundee)</p> <p>Fife-shire—St. Andrews—Anstruther</p> <p>Haddingtonshire—North Berwick—Dunbar</p>
	<p>WALES.</p> <p>Glamorganshire—Penarth—Porthcawl—Swansea</p> <p>Carmarthenshire—Pembrey—Carmarthen Bay</p> <p>Pembrokeshire—Tenby—Milford—Solva—St. David's—Fishguard (two boats)</p> <p>Cardiganshire—Cardigan—Newquay—Aberystwith</p> <p>Merionethshire—Aberdovey—Barmouth</p> <p>Carmarvonshire—Portmadoc—Abersoch—Porthdinllaen—Orme's Head</p> <p>Rhoseolyn—Llanddwyn—Rhosneigr—Rhoscollyn—Holyhead—Cemaes—Bull Bay—Moelfre—Pennon</p> <p>Denbighshire—Llanddulas</p> <p>Flintshire—Rhyll (Tubular)</p>	<p>IRELAND.</p> <p>Co. Londonderry—Greencastle</p> <p>Antrim—Portrush</p> <p>Down—Groomsport—Ballywater—Tyrella—Newcastle (Dundrum Bay)</p> <p>Louth—Dundalk—Drogheda (two boats)</p> <p>Dublin—Skerries—Rogersdown—Howth—Poolbeg—Kingstown</p> <p>Wicklow—Greystones—Wicklow—Arklow</p> <p>Wexford—Courtown—Cahore—Wexford (two boats)—Carnore—Duncannon</p> <p>Waterford—Tramore—Dungarvan—Ardmore</p> <p>Cork—Youghal—Ballycotton—Queenstown—Courtmacsherry</p> <p>Kerry—Valentia</p>

Total, 237 Life-boats.

Services of the Life-boats of the Institution in 1873.

<p><i>Alexander</i>, Danish brig—saved vessel and 8</p> <p><i>Amston</i>, barque, of Gothenburg 18</p> <p><i>Annie Brooks</i>, schooner, of Bideford 5</p> <p><i>Ana Geswa</i>, Dutch galliot ... 3</p> <p><i>Belle Isle</i>, brig, of Shoreham ... 8</p> <p><i>Catherine</i>, schooner, of Amilwch 3</p> <p><i>Celine</i>, schooner, of Gravelines 7</p> <p><i>Dalkeith</i>, schooner, of Stornoway 4</p> <p><i>David</i>, Prussian schooner—saved vessel and 6</p> <p><i>Die Schoonbe</i>, barque, of Rostock—saved vessel and 10</p> <p><i>Dollart</i>, schooner, of Detrum 7</p> <p><i>Drusd</i>, screw steamer, of Sunderland 4</p> <p><i>Dunsmuir</i>, ship 10</p> <p><i>Eskrin Bassett</i>, barque, of Sunderland 2</p> <p><i>Emmanuel</i>, lugger, of Nantes 6</p> <p><i>Ercote</i>, brig, of Naples—saved vessel and 11</p> <p><i>Express</i>, schooner, of Barristaple 3</p> <p><i>Fidatore</i>, barque, of Genoa 10</p> <p><i>Floeste</i>, brig, of Guernsey—assisted to save vessel and 8</p> <p><i>Fomalhaut</i>, barque, of Greifswald—assisted to save vessel and 11</p>	<p><i>Fortuna</i>, barque, of Gothenburg—assisted to save vessel and 16</p> <p><i>Francis</i>, brig, of Porthcawl ... 6</p> <p><i>Francis Morris</i>, brig, of Caern—saved vessel and 7</p> <p><i>Gem</i>, schooner, of Wexford ... 6</p> <p><i>Georg and Louis</i>, brig, of Rostock—remained by vessel.</p> <p><i>George IV.</i>, schooner, of Amilwch—saved boat and 2</p> <p><i>Gold Finder</i>, schooner, of Belfast—rendered assistance.</p> <p><i>Hask</i>, schooner, of Chepetow—saved vessel and 4</p> <p><i>Hewson</i>, brig, of Sunderland—assisted to save vessel and 9</p> <p><i>James</i>, schooner, of Arbroath ... 4</p> <p><i>James</i>, schooner, of Carnarvon—assisted to save vessel and ... 7</p> <p><i>Levan</i>, schooner, of Brixham—assisted to save vessel and ... 2</p> <p><i>Leven</i>, sloop, of Runcorn 2</p> <p><i>Little Queen</i>, fishing hooker, of Dunganvar 6</p> <p><i>Lizze</i>, screw steamer, of London 12</p> <p><i>Lord Howick</i>, schooner, of Maldon—saved vessel and 6</p> <p><i>Lord Rishaven</i>, schooner, of Banff 3</p> <p><i>Louisa</i>, Danish barque—assisted to save vessel and 10</p> <p><i>Maria Nathalin</i>, Russian schooner 9</p>	<p><i>Maria Boustead</i>, schooner, of Nantes—saved vessel and ... 7</p> <p><i>Maria Emile</i>, schooner, of St. Louis 3</p> <p><i>Mary</i>, schooner, of Laxey 4</p> <p><i>Mary Ann</i>, schooner, of Bideford</p> <p><i>Mary Anne</i>, schooner, of Plymouth 5</p> <p><i>Mary Ann Holmes</i>, barque, of Exeter—remained by vessel.</p> <p><i>Milton Lockhart</i>, barque, of North Shields 15</p> <p><i>Nicomé</i>, yacht, of Dalkey 4</p> <p><i>Noordert</i>, Norwegian barque ... 12</p> <p><i>No. 4</i>, schooner, of Arundel ... 3</p> <p><i>Otto</i>, brig, of Moss, Norway ... 8</p> <p><i>Peggy</i>, sloop, of Cardigan 2</p> <p><i>Pilot coble</i>, of Scarborough—saved coble and 6</p> <p><i>Princess of Wales</i>, barque, of Glasgow 16</p> <p><i>Prosperity</i>, sloop, of Portmadoc ... 3</p> <p><i>Quail</i>, steamer, of Cork 7</p> <p><i>Rambler</i>, schooner, of Plymouth ... 2</p> <p><i>Rambler</i>, schooner, of Wexford ... 3</p> <p><i>Richard and Emily</i>, schooner, of Highbridge—assisted to save vessel and 4</p> <p><i>Remembrance</i>, brig, of Middleborough 8</p> <p><i>Sarah</i>, schooner, of Strangford ... 4</p> <p><i>Sarpsborg</i>, barque, of Christiania—assisted to save vessel and ... 14</p>	<p><i>Scott</i>, barque, of Sunderland... 10</p> <p><i>Seventeenth of May</i>, schooner, of Christiania 6</p> <p><i>Skiff</i>, of Wicklow—saved boat and 2</p> <p><i>Snowdrop</i>, fishing smack, of Aberystwith—saved vessel and 2</p> <p><i>Spee</i>, brigantine, of Plymouth ... 7</p> <p><i>Thomas and Sons</i>, schooner, of Carnarvon—remained by vessel.</p> <p><i>Torrance</i>, brig, of Irvine 6</p> <p><i>Trilon</i>, Prussian barque 1</p> <p><i>Unicorn</i>, brigantine, of Irvine ... 7</p> <p><i>Woodham</i>, steamer, of Christiania 20</p> <p><i>Wilson</i>, schooner, of Whitehaven 5</p> <p><i>Yatroom</i>, barque, of Amsterdam—assisted to save vessel and 14</p>
<p>Total Lives saved by Life-boats in 1873, in addition to 21 vessels 471</p> <p>During the same period the Institution granted rewards for saving Lives by fishing and other boats ... 197</p> <p>Total of Lives saved } 668 in Twelve Months. }</p>			

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1873) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £20,790 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 668 persons from various Shipwrecks on our Coasts, for which services it granted 33 Silver Medals and Votes of Thanks on Vellum, and pecuniary rewards to the amount of £2,026.

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 23,153; for which Services 51 Gold Medals, 544 Silver Medals, and £41,413 in cash have been paid in Rewards.

The expense of a Life-boat, its equipment, transporting-carriage, and boat-houses, 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, PROVOYAL, and Co., 76 Lombard Street; by all the other Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Institution, 14 JOHN STREET, ADLPHUR, London, W.C.—February, 1874.