

THE LIFE-BOAT,

OR

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THE BRITISH MERCHANT SEAMAN.

"THE British seaman, though he might be better, has not grown worse, and is plentiful enough for the requirements of trade."

"No case is made out for the interference of Government to increase the number, or improve the quality of seamen serving on board British merchant ships."

The above two paragraphs are extracts from an official report presented to the BOARD OF TRADE in December 1872, by two experienced public servants, specially instructed to make inquiries, and having all the disposable Governmental machinery to aid their researches.

"The disreputable condition of our mercantile marine is calculated to excite the gravest considerations in the minds of those who look beyond the present."

"'Poor Jack' of to-day has become utterly demoralised, one of the most degraded of human beings, a liar, a swindler, and a thief, a disgrace to the empire and to mankind."

These latter two paragraphs are extracts from an article in the May number of "Fraser's Magazine," written, as we are informed, by a gentleman of high standing in the merchant service, and holding one of the most important commands. The paragraphs in the official report may be taken, as we conceive, to represent not inaccurately the position taken by the BOARD OF TRADE; while the remarks of the writer in "Fraser's Magazine" undoubtedly represent, notwithstanding the warmth of the language, the opinion of a very considerable and growing majority of the unofficial public.

At first sight it would seem that the statements in the BOARD OF TRADE Report are in absolute contradiction to those made in the article in "Fraser's"; but, on closer examination, it will, we think, be observed that there is throughout the official report a certain "and if," which leaves room for a possible doubt as to whether there may not in the opinion of the framers be something a little wrong after all—only it is not a case for "Government interference." "The British seaman is plentiful enough; and if he is not as plentiful as he might be—" "And if it were an evil from the same point of view that foreigners serve on board British ships." Such sentences as these in the same report somewhat weaken the effect of those decisive ones we have placed at the head of this article. Also it will be observed that the writer in "Fraser's" nowhere distinctly states that there is a dearth of men to man our ships, only that the men are bad. Yet it must be admitted that the key-note of his complaint is "dearth of seamen." Bad men are employed with wages of good ones, because the market does not produce good men in sufficient numbers.

Now the article in "Fraser's Magazine," being unofficial, and the name of its writer not being given, is by no means to be held as entitled to the same weight and consideration as the official report; but, rightly or wrongly, it has attracted considerable public attention; and if it is untrue, or grossly exaggerated, it should, in the interests of the seaman, and for the national honour, be speedily shown that it

is so. But if, on the other hand, it is to be accepted as the absolute truth, surely the time has come when so great a national misfortune and disgrace as its pages give witness to should be wiped out.

It must be remembered also that the magazine article above referred to does not stand alone in the general tone of its remarks. The semi-official letter of Sir EDMUND HORNBY, the Chief Judge of the Supreme Court in China and Japan, and the report of the Consul-General at Constantinople contain some painful disclosures, and such startling statements as are little behind those quoted from "Fraser's."

The preliminary report of the Royal Commission on "Unseaworthy Ships," and other matters connected with the Mercantile Marine, exhibit in the most forcible manner the extreme difficulty which some of the best-informed and most able of our public men experienced in coming to any practical conclusions as to how to meet acknowledged evils, and even as to whether certain defects and abuses, popularly supposed to be existing, have any foundation in fact. Yet from these perplexities and contradictions, it may be hoped, we may ultimately arrive at the truth, and so guide the affairs of our merchant seaman as eventually to place him in his proper position—at the head of the mercantile sailors of the world—a place which it is universally acknowledged he is very far from occupying at the present time.

We may state at the outset of the few remarks we propose to offer on the subject of the reform of the men of our mercantile marine, that we cannot admit the statement of one of the authorities we have alluded to, Sir EDMUND HORNBY, as to the "real sailor being almost a thing of the past." Our opinion is, that in the majority of the men of the Royal Naval Reserve, and in thousands of British seamen not enrolled in it, the nation possesses sailors as "real" as those who carried our commerce across the Atlantic in the days of ELIZABETH, or who have been pushing it into all corners of the earth during the last three hundred years. We are inclined to go farther, and say that there are thousands of British seamen who, besides possessing all the valuable qualities found in old days in the "real seaman," have added thereto a certain propriety of conduct, a self-command, and a just apprehension of the real sources of

success and happiness, which we look for in vain in the annals of the past.

Is it anything to the discredit of the British merchant seamen of to-day that in the year 1873 they should have deposited in the seamen's savings banks nearly 44,000*l.*, while the accumulated balance of their moneys in the hands of the Board of Trade at the same period amounted to 78,328*l.*, besides having transmitted to their relations during the past 18 years, on an average, about 247,540*l.* a year? We think not; though really it would seem to be the opinion of the majority of the writers on this subject, that, in proportion to Jack's social improvement, it is a necessity he should decline in usefulness; and we find it gravely included in the list of Jack's delinquencies given by a high official, that he is perfectly capable of looking after his own interests! Viewed in that light, doubtless the "noble British Tar is a thing of the past." The many generations of fine sailors who squandered their lives in producing wealth, of which they never reaped the harvest, find no successors in these times; and those of our "real sailors" who are worthy of the name have a wholesome sense of their own value. We fail to see that this is to be regretted, though it is not difficult to conceive that a great array of interested persons think differently.

The truth is, not that the best seamen of to-day are inferior to the best of the past, but that the number of the bad has increased disproportionately to the increase of the whole number; and the enormous development of our commerce, combined with a neglect to take special means for supply, has created such a demand for seamen, that a flood of most incompetent persons has rushed in to fill the place of better men. And again, the presence of these inferior and unfit persons has rendered crime so common, and discipline so bad, that the whole character of the merchant service has deteriorated to an appalling and nationally disgraceful extent.

There are, we believe, two great aims to be kept in view whilst endeavouring to bring about a better state of things.

The first and most important is, the speedy introduction of a just but severe discipline. The second, the creation by (shall we say) *artificial* means, of such a supply of trained young sailors, that the

one hundred thousand "half-marrows," "land-lubbers," and other objectionable persons shall find their services no longer required—at least in our merchant navy.

There is abundance of evidence, official and otherwise, to show that the difficulties of the Master in dealing with bad characters are very great.

There is also evidence to show that a large number of the masters of merchant ships are by no means the persons to intrust with irresponsible power. Is it a thing to be despaired of that we should have a code of laws so adjusted that they should punish severely the bad, and yet protect the guiltless from oppression?

In every part of the world we have ships of war and consuls. In many of the great commercial ports, governors, gaols, police, and every facility, as it would seem, for enabling the Master to deal with the refractory. He does not, as a rule, do so, for two reasons. The first is, the trouble, labour, and expense of proving a crime; and, on conviction, the ludicrously inadequate punishment of the law.

The second reason is, that desertion is certain to follow, not only on the part of the culprit, but probably also on the part of his shipmates.

There is, in reality, only one recognised ordinary and practical mode of punishment, and that is by the fist, the nailed boot, and the "belaying pin." Then follows the action for assault, the newspaper articles on the "brutality of the merchant service officer," and the perpetual weakening of the ever-relaxing bonds of discipline.

A code of law enabling commanding officers of men-of-war to deal summarily with petty delinquencies; enabling consuls or commanding officers to punish by other than the far-off and unfelt means of inflicting very small fines, to be deducted from pay, is greatly needed.

Earnest effort on the part of the Government to put down desertion is, before all things, to be desired. It is perfectly feasible, and greatly to be wished, that the crime of desertion from a merchant vessel should be as sure of punishment, and as rare of occurrence, as in our ships of war. As things are to-day, the merchant seaman deserts when he pleases, where he pleases, and how he pleases; certain to lose nothing; certain of asylum and food, and high pay from any one of

the ships at anchor round him. There is, in the majority of cases, neither punishment nor attempt at punishment.

Yet, with our dominion stretching from pole to pole, and our chain of law, of arms, and of commerce round the world, there is no portion of the globe ordinarily accessible to the sailor, where the arm of the mother-country could not be made to reach him.

One of the most effectual of preliminary steps would be so to arrange the system of registration, that every seaman serving under the British flag should receive an official number, which number should remain his throughout his sea service. No ship, for instance, would leave the United Kingdom with a seaman not holding a number. A man holding no number would be numbered before leaving, and a man entered abroad would receive a number either before discharge or on convenient opportunity of communicating with the BOARD OF TRADE. And in a few years, especially as the supply of seamen became more abundant, a man without a number would be looked upon with suspicion by shippers as probably not intending fair work; while examination of ships' lists of crews, and comparison of them with the duplicate register numbers possessed by the BOARD OF TRADE, which examination would have to be made by officials before discharge or sailing, would insure detection of false numbers, and also help to find deserters. Some such system, well carried out, would also offer a certain check to a master withholding unjustly a certificate of good conduct, for a good man would always have means of official identification and of appealing to his character in former years. Certainly men worth having would gladly avail themselves of this "number" even now, and in a few years fictitious numbers would be exceptional.

"You would drive the men from under our flag!—Where to?" We absolutely command the largest carrying trade in the world; and the British seaman who can find no asylum in a British ship has fallen so low that his employment in those of other nations is a practical impossibility.

The truth is, that such a step would be approved by the good men, and have a most salutary effect on the habitual deserter and professional scoundrel.

We consider this checking of desertion,

and enforcement of a proper discipline, the two most important points for the attention of those who should legislate for, or be intrusted with the carrying into execution laws relating to the merchant navy as it is. Then comes the crippling, by every means, of the professional crimps, whose iniquitous trade it is quite possible to abolish altogether. Next there is "enforced medical examination" of seamen before entry. There are innumerable points of detail which are, and have been, occupying the BOARD OF TRADE, which we need not dilate on here; we simply desire to point out that there are certain universally acknowledged evils which sooner or later must be grappled with; and whatever steps are taken to increase the number of good seamen, it will be to little purpose to make the attempt, unless at the same time we make radical alterations in the condition of things as they exist at present in our merchant navy. If we were able to-morrow to transform every seaport in these islands into a nursery for young seamen; and if we were able, a few years later, to take these healthy and active young seamen to fill the places of that awful array of "rotten men, and debauched landmen and swindlers," which, as we are told by the writer in "Fraser" and others, fill so large a place in the entire muster-roll, it would be a labour to little purpose, until the whole system of dealing with the merchant seaman is remodelled.

It may be—doubtless is—right to afford the sailor every possible protection against extortion; to insure his being provided with proper food, medicines, and sleeping accommodation; and to prevent his being sent to sea, either ignorantly or unwillingly, in unseaworthy ships; but the time has come when, in the national interests, it is necessary to demand in return sobriety, honesty, and fair labour for fair wages.

It cannot be denied that, if we are discontented with the quality of the sailor, morally and physically, we must by some means supply the market with a better article. The owner must go into the market, and compete with others for the best class of men which his wages will procure. At present he is obliged to put up with a most inferior description; the reason being that of late years, while the enormous development of trade

has increased the numbers of men serving under our flag, we have ceased to provide for the supply of young seamen at all. This supply was at one time insured by each ship carrying as part of her complement a number of apprentices. From a variety of causes this custom has fallen into abeyance, and we are told by official and non-official persons who are well qualified to judge—that a return to that system is both impracticable and undesirable. The point remains, What are we to do? How are we to man our merchant ships with good sailors?

With our great cities swarming with their "young Arab" populations; with emigration ceaselessly carrying forth to distant lands multitudes of our healthiest and most active young men; with a revenue perpetually showing an annual increase, and with an incalculable amount of private charity ever ready to flow forth on just occasion, this ought not, surely, to be a problem impossible of solution by the first maritime nation in the world!

Twenty years ago this question was being asked with regard to the Royal Navy; it has been well answered since that day. And now the Government can point triumphantly to the best-manned war fleet in the world. Moreover, the country has only to decide upon an increase in the number of men it wishes to be permanently enrolled, and in a given time, and at a given expense, that increase can certainly be made. And it is especially to be noted that, while recent wars have shown the sailor of the Royal Navy to be no whit inferior to his great predecessors of the time of ELIZABETH, of the Commonwealth, or of NELSON, in point of valour, he is vastly superior in point of sobriety, and conduct afloat and ashore, to all who have gone before him. The naval problem has been solved by educating from boyhood the sailors required for the national service at the national expense; and the merchant service problem can only be solved by a corresponding process.

Those few training-ships which do exist, unsupported though the best of them are by State aid, exhibit in an unmistakable manner the possibility of a great success in this direction.

Remembering also how largely we must trust in time of war to the sailor of the

merchant service, and how impossible it would be to maintain our supremacy at sea against a maritime power without the employment of a great number of them, this question possesses a deep and national importance, apart from its bearing on commerce in times of peace. Such an experiment can only be undertaken by the Crown; and, even were it practicable to do so, it would be manifestly unjust to tax only the shipowners in order to bring about a reformation which every man, woman, and child in these islands has a direct interest in. As a people, we should in a short time literally starve without a sufficient number of sailors to bring us food from other lands; and the decay of our commerce must eventually follow the decay in physique and maritime spirit of our seamen.

Nor let it be supposed that national expenditure on such a scheme would not be in accordance with sound economic principles. An outlay which took a portion of what may be termed the superabundant population, and, before it had time to deteriorate into food for the reformatory, the gaol, and the hospital, turned it into healthy, honest, and active seamen; and by so doing rendered the transit of the country's commerce infinitely safer, preserved many a fine ship from destruction, lowered the rates of insurance, reduced the national expenditure in gaols and hospitals, added strength to the national resources in time of war, and wiped out the national disgrace of having the most dissolute set of men in the world to man its merchant ships—this would be the most legitimate use of the public money we can conceive, and one which would ultimately insure a hundredfold return.

One of the many national savings we should expect to effect by a public outlay of this kind would be in the matter of diseased seamen. For, in addition to the maintenance of hospitals for seamen in all parts of the world, towards which our Government contributes extensively, it charges itself with sending to England again all British seamen discharged to the hospital or the shore abroad. By an examination of the report of the surgeon of the Seaman's Hospital at Constantinople, and similar official returns from various parts of the world, it would appear that there is a vast crowd of persons who ship as seamen on board our

merchant vessels in so diseased a state as to be incapable of performing a single fair day's work, who perform no service during the voyage out, are transferred to the hospital on arrival, maintained and cured at the national expense, and, when well, sent home to England again by funds provided from the same source. It has not yet, we believe, been ascertained what proportion the number of those diseased persons who are being thus perpetually carried to and fro at the expense of the owners and the nation alternately bears to the whole number of seamen employed; but we do know that during the last eighteen years the Crown has paid half a million of money for bringing back to England these "rotten men," as they are termed; while the annual expense on this head has increased from under 9,000*l.* in 1856 to 28,000*l.* in 1873. Is it too much to say that one moiety of this half million laid out during the same period in training-ships and schools for young seamen would ere this have produced an improvement in the physique and moral tone of the merchant sailor which would have left no room for the scandals of to-day?

We should be able to reduce greatly the number of unfit persons entered in our ships by medical examination; but if that were actually carried out now, half our ships would go to sea without men. The market does not produce better men in sufficient numbers to fill the places of those who would have to be rejected; and so here, as in every other desirable reform, we are met by the necessity of, in the first place, producing by some means a more abundant supply of seamen. We are told that if the owner gives higher wages he can get better men; and in the fact that he does not do so, we have abundant proof that the sailor, as he is, is good enough for the purposes of trade. We greatly doubt the men being forthcoming of the desired quality, however much the wages are increased, but we demur altogether to the principle enunciated in such a remark. If seamen were all diseased or drunkards, imperilling no life or interest but their own, and if the owners were content still with the sort of return which this sort of sailor brought in on the money represented by the ship and cargo, there might be something in favour of the doctrine; but there is the

life of the good man jeopardised by the presence of the bad; there is the life of the officer as well as the man; there is the life of the passenger, besides the safety of the cargo. If the lives of the railway passengers of this kingdom were placed in additional danger by the employment of diseased or drunken engine-drivers, should we be content with the remark that "better wages would procure better men"? On what principle, then, is life at sea to be for ever deemed less sacred than life on shore?

There is another side to this question of the merchant sailor, and we heartily commend it to those earnest-minded and benevolent persons who, having the welfare of their fellow-creatures at heart, have also the means of materially assisting projects believed to be for their welfare. The side we allude to is the social and moral condition of the sailor's wife.

The writer of the article entitled "English and German Sailors" has incidentally painted the German sailor stitching from the "housewife" provided by the "girl at home," and has shown how the German sailor by desertion severs his connection with all ties and all property at home. Where is the property, and what are the "home ties" of that sad array of "rotten men" we are told of? The British merchant sailor, when he marries at all (we speak, of course, of the majority), marries among that class of persons with whom it is most desirable for his own and the public good to sever his connection. No respectable person would willingly consent to his daughter marrying a man who, liable to be wafted away to the ends of the world for an indefinite period, has no means of providing a permanent home for those dependent on him. Much—we had almost written *everything*—might be effected in the way of reforming the bulk of the men by providing cleanly, wholesome, and respectable "homes," or refuges, under the supervision of matrons and clergy, into which a man might move his family when proceeding on foreign service. Such establishments would not only be a great safeguard against evils which now notoriously exist, and which are the source of much crime and drunkenness among the better-disposed men, but would strike at the base of nine-tenths of the existing mischief, by enabling the

young sailor to marry early, and among a better class of girls.

The sailor, with the memory of his living pledges in such a home, would be at least less likely to encounter the ignominy of being classed as a deserter; and less likely to pass a life in flinging honour and morality, and every social consideration, to the winds.

We have a ray of hope, which is a bright one, gleaming over the future of the merchant service, in that general education of the masses which recent legislation has provided for. In the years to come it is fully expected that we shall have, as the result of our continued national efforts in this direction, such an important improvement in the moral tone of that class from whom the bulk of the merchant seamen is drawn as cannot fail to display itself in a notable manner throughout the merchant fleet of this country. In this respect both training-ships and homes will have an infinitely better stratum on which to build their work of reformation than at any former period.

The question as a whole is one of deep interest to the NATIONAL LIFE-BOAT INSTITUTION. On the one hand, it can scarcely add to the zest with which its crews launch forth on their errands of mercy to be told that the majority of those they risk their own lives to save are a "disgrace to the empire and mankind;" while, on the other hand, the presence of bad or drunken seamen in ships adds enormously to the difficulties of the Life-boat crew. And furthermore, the increase of good and sober seamen in the country generally, must, directly and indirectly, increase the efficiency of the Life-boat crews. Sailors, good or bad, are not always at sea, and much noble Life-boat work is performed by those who in their turn may be exposed to the storm and shipwreck, and bless God for the aid of the Life-boat; and again, numbers of the Life-boat men are old sailors, who, having for the greater part of their lives served the best interests of the nation on every sea, have yet left a strong arm and a stout heart at the service of those who need their help in the time of disaster and tempest. If the whole body of such men is deteriorating, it is a matter of the gravest import to the NATIONAL LIFE-BOAT INSTITUTION; and every effort to ameliorate their condition, or raise their moral and social stand-

ing, will ever find in it a sure response and hearty sympathy.

Since this article was in type, the final Report of the Royal Commission on Unseaworthy Ships has been published, and we now have a complete outline of the course recommended to be adopted by Parliament in dealing with the interests of the merchant service, the shipowners, and the underwriters. Few more important and able reports have ever been presented to Parliament.

The subject of compulsory apprenticeship the Commissioners did not consider to lie strictly within the scope of their inquiry; yet the manifest importance of the subject, and its close connection with "loss of life at sea," have induced them to give their serious attention to the question of "How are we to provide our merchant ships with more and better men?"

It is satisfactory to us to observe how much in accord with what we have written in the foregoing pages are the conclusions of the Royal Commissioners; and all those who are well acquainted with the merchant service as it is, or who have had much practical experience of the principal causes of "loss of ships and lives at sea," will feel that a long step has been taken in the right direction by the proposal being made to the Legislature that it should recognise it as one of its grave duties to combat with the evils of *want of discipline, desertion, and inadequate supply of merchant seamen.*

It is a somewhat startling comment on what we have written on these matters to find the following sentences in the Report of the Commissioners:—"Captains of merchant ships, it is said, could not man their vessels without Swedes, Norwegians, and Lascars." "The anxiety of Parliament to protect the seaman, &c., has had a bad influence on his character. It has tended to destroy confidence between the captain and crew, and to promote insubordination where good discipline is essential to safety." Farther on we find: "*The evidence we have taken shows that the masters of ships have no longer the control over the crew which is necessary, and was formerly usual.*"

In the foregoing paragraphs, and many more to the same effect, we have now incontrovertible proof that the warning

voices of those who spoke from practical experience, and which have for so many years been heard by Parliament and the nation with unbelief or apathy, were raised over no fancied evils; and we trust that the framers of the new shipping laws will take into full consideration the practical difficulties of the master in carrying any enactment into effect. They should also consider that, however wise and good a law may appear in the eyes of statesmen and lawyers, it has little likelihood of achieving its purpose if it is in opposition to the matured opinion of those who know personally how laws in the past have operated, and in what manner all law is brought into practical application on ship-board. There is no necessity for Parliament, while "protecting the seaman," to place him in such a position as enables him to set both law and public opinion at defiance; and this truth the Commissioners recognise, and bring to the notice of Parliament in this sentence: "To secure fair treatment for the British seaman, without destroying discipline by weakening the authority of the master, should be the object of the Legislature."

We observe with pleasure that the Commissioners incline to the admirable plan of "training-ships and compulsory apprenticeship," and also recommend that the system should be aided by grants of money from the public funds. A similar recommendation, however, was made by another Royal Commission so far back as 1859; and we view with some apprehension the suggestion that the scheme should be made contingent on the willingness of shipowners to be taxed in support of it.

A few opulent owners and great companies could no doubt be counted on to "willingly" bear their share of the burden; but it seems probable that the "thousand and one" owners of the poorer class will protest against a tax from which they are to receive no immediate benefit, and to promote an object which, as the insurance laws now stand, every British subject has as much pecuniary interest in as themselves. The principle of requiring every vessel of above one hundred tons burthen to carry apprentices in proportion to her tonnage, or pay a small tax towards the training-ships, appears sound and practical; but we trust that, while thus insuring the participation and inte-

rest of the owner in the scheme, the "State aids" will be given with no niggardly hand. To supply a navy of three hundred thousand men with new blood is no trifling undertaking, and it will be a national misfortune if a mistaken economy or an inadequate conception of the national importance of the question should render futile so wise a scheme as that shadowed forth by the Royal Commissioners.

The Report also deals with the subject of desertion, and points out how the neglect of successive British Governments has put us in such a position with other countries on these matters as greatly to facilitate the operations of the deserter in foreign ports. Similar remarks would, however, apply with even greater force

to our colonies. "Jack," who has a nice discrimination in such matters, finds that the law under foreign flags is by no means administered with that merciful consideration for his little peculiarities which he is accustomed to under the Union Jack, and he is guided accordingly. We believe statistics show that the majority of desertions take place in the ports subject to British law. Nevertheless, it is undeniably the case that "this matter deserves the serious attention of the Government."

The ability, impartiality, and care exhibited by the Commissioners in their Report will commend it to the judgment of all thinking men; and it is in itself an augury of a happier future, and a more vivid national interest in the merchant navy of this country.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



ROGERSTOWN, CO. DUBLIN.—In February 1873, a vessel was wrecked near this place, and the crew were nearly all day in the rigging before they could be rescued, there being no Life-boat at hand; the exposure resulted in the death of one of the shipwrecked people, a boy. It was afterwards suggested that it would be desirable to form a Life-boat establishment at Rogerstown, other wrecks having previously occurred in the neighbourhood. Accordingly, the Assistant-Inspector of Life-boats to the Institution, Captain D. ROBERTSON, R.N., visited the locality, and being successful in securing local co-oper-

ation in aid of the undertaking, and there being a sufficient number of competent men to take charge of and man a Life-boat, he recommended the formation of a Life-boat station at Rogerstown. The Committee acted upon that suggestion, and a commodious Boat-house having accordingly been erected, from the designs of C. H. COOKE, Esq., F.R.I.B.A., Honorary Architect to the Society, on a suitable site, a new Life-boat and transporting carriage were sent to the station in February last. The boat is 32 feet long, 7½ feet wide, and rows 10 oars, double-banked. The expense of this new Life-boat establish-

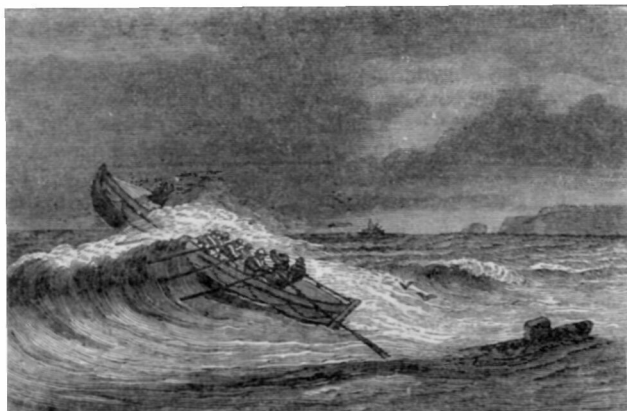
ment was presented to the Institution by THOMAS PEAKE, Esq., of Tunstall, the boat, at his request, being named *The Tileries, Tunstall* (Good be to Erin, and to all).

On the 17th February, the village of Rogerstown was the scene of a very interesting ceremony on the occasion of the naming and first launch of the Life-boat. A large number of the neighbouring gentry and the country-people assembled on the occasion. Colonel Sir ROGER PALMER, Bart., the President of the Branch, introduced to their notice Mr. J. N. PEAKE, eldest son of the generous donor, who had specially proceeded from England to be present at the launch. Mr. PEAKE then expressed the pleasure his father felt at giving the boat, and his earnest prayer that, under the blessing of God, she might do good work in saving life, whenever the time came to make use of her services. He then handed the boat over to Captain ROBERTSON, who represented the Institution on the occasion, and by him it was placed in charge of the Local Committee. The Rev. R. WRIGHTSON then addressed the meeting, and offered a prayer for the success of the boat; after which the Rev. M. O'HEA, C.C., gave a very interesting address, and the boat was named by Miss FLEMING, the daughter of BECHER P. FLEMING, Esq., J.P., the zealous local Honorary Secretary, with

a few appropriate words, and in the usual manner, by breaking over the bow a bottle of wine, gaily decorated with the colours of the Institution. The crew and crowd responded with a loud cheer, and the boat was successfully launched into the water, when several evolutions were gone through, and the crew, having been exercised in the boat for some time, returned to the shore. They and the other seafaring men of the neighbourhood afterwards had a dinner provided for them by Sir ROGER PALMER, that gentleman also giving a luncheon to his friends and others at Kenure Park, to celebrate the occasion.

SKEGNESS, LINCOLNSHIRE.—The Life-boat on this station has been replaced by a larger and more commodious boat, in deference to the wishes of the crew. Accordingly, the boat sent there last April is 33 feet long, and 8 feet wide—the former boat having much less beam, and only rowing 8, instead of 10 oars, as in the boat now forwarded. Like the former, it is provided with a transporting carriage, and named the *Herbert Ingram*, after the late Mr. INGRAM, M.P. for Boston, whose friends, soon after his lamented decease, had contributed the expense of the Skegness Life-boat in his memory.

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



SWANSEA.—On the 4th May, 1872, the Life-boat *Wolverhampton*, stationed at the Mumbles, proceeded to the assistance of

the ketch *Jupiter*, of Hamburg, which had gone ashore near the harbour during a strong gale from the W. Some of the

crew of the Life-boat were put on board, and with the aid of a steamer, the vessel and her crew of 4 men were taken into port.

This Life-boat was also the means of saving the crew of 14 men of the brig *Paladino*, of Messina, when she went ashore in Swansea Bay during a strong gale from the W.S.W. on the 27th November.

Again, on the 8th December, the barque *Margaret Ann*, of North Shields, stranded off Swansea during a very heavy gale. The Life-boat put off and remained near the vessel for some hours; the crew were ultimately taken off by a steam-tug.

WEXFORD AND CARNSORE.—The Life-boat *Civil Service*, on the Wexford No. 2 station, did good service on the 13th May, by saving the crew of 2 men from the yacht *Little Dorrit*, of Weymouth, which, during a strong gale from the N.N.E., became a total wreck on the Dogger Bank. The seas were running mountains high at the time, the boat being repeatedly filled; and it was not without a great amount of exertion and peril that the poor fellows were saved from the weather-rigging of the wreck, which had sunk on its beam ends on the Sand, and which entirely disappeared half an hour after the rescue had been accomplished.

Four days afterwards the Life-boat was again called on service, when the steamship *Tripoli*, of Glasgow, went on the Tuskar Shoal, while the wind was blowing strongly from the North. The Wexford No. 2, and Carnsore Life-boats both put off, but their services were not eventually required, as two steamers were enabled to take the passengers off the ship. The Carnsore Life-boat, however, remained by the distressed vessel until it was seen that there was no further danger to life.

The Wexford and Carnsore Life-boats were also off to the barque *Euphemia*, of Maryport, which became a total wreck on the Tuskar rock, in a very heavy sea, on the 13th December. When the last-named boat reached the wreck, she found that a coastguard boat had, at great risk, saved the chief mate and 3 men. Two were also taken into the Carnsore Life-boat, and the master and remaining 3 men took refuge in the Lighthouse, and were afterwards taken off, all hands thus being saved.

ABERDOVEY, NORTH WALES.—On the 14th June the smack *Amity*, of Aberystwith, left Aberdovey for Rochester, while the wind was blowing from the N.W. When near the Bar the wind suddenly shifted, and the strong ebb tide carried the vessel on to the West Bank. The anchor was thrown out, but, owing to the heavy thumping of the smack, it parted, and the high surf on the bank swept right over her. A signal of distress was then hoisted, and a ship's boat attempted to render assistance; she, however, failed, and had to return. The *Royal Berkshire* Life-boat was, however, enabled to save the crew of 2 men, by which time the vessel had sunk on the Sands, and was likely to become a total wreck.

PENMON, ANGLESEY.—During a strong south-easterly gale on the 10th August, the pilots at this place observed a boat about eight miles to the N.E., with a signal at her mast-head. The *Christopher Brown* Life-boat proceeded to it, but found that the boat was empty, and it was afterwards discovered that it was the boat *Fairy Queen*, of Llandudno, which had broken adrift from its moorings. It was then secured by the Life-boat, and taken into Llandudno, after which the boat returned to its station, being towed from Llandudno by the Dublin steamer *Prince of Wales*, through a very heavy sea.

On the 3rd October this Life-boat put off, during a fresh breeze from the N.W., and brought safely ashore from Puffin Island 6 persons belonging to the barque *Queen of the Fleet*, bound from Carnarvon to Liverpool, which had stranded on that island.

YOUGHAL, IRELAND.—The schooner *Sweet Home*, of this port, sailed thence to Cardiff on the evening of the 15th August, but in beating out of the harbour she drove ashore at Moll Goggin's Corner. The master and boy remained on board to try to get the vessel off, but by midnight it came on to blow strongly from the S.W., accompanied by a heavy sea, and it was thought desirable to launch the *William Beckett* of Leeds Life-boat to their assistance, as a yawl, with a crew of 20 men, which had been previously sent out by the owner, had been compelled to return. After an absence of about two hours and a half, the Life-boat returned to her station with the man and boy, whom

she had saved from their perilous position.

TYRELLA, Co. Down.—Excellent service was performed by the Life-boat on this station on the 16th August. About five o'clock on the morning of that day, during a very heavy gale, with a rough sea, the barque *Neptunus*, of Soon, Norway, drove ashore in Dundrum Bay, twenty-seven hours after she had left Liverpool in ballast for Copenhagen. Her crew had previously been compelled to cut away two of the masts to prevent the vessel from being capsized. The Tyrella Life-boat was got out, and with much difficulty she was launched through the heavy surf. She then proceeded to the wreck, and was enabled to save the whole of the shipwrecked crew, 14 in number. The Life-boat men were reported to have behaved with great spirit and gallantry on the occasion.

SCARBOROUGH.—The Life-boat on this station was replaced by a new boat in September 1872. The boat thus superseded rendered its last service on the 26th August, on which day it put off and saved the crew of 9 men from the fishing-lugger *New Buxton*, of Great Yarmouth, which had been suddenly overtaken by a heavy gale from the N.N.E. while at anchor in Scarborough Bay, and which was in imminent peril, she being on a lee-shore with the sea breaking heavily over her. The master refused at that time to leave the vessel, but the next morning there was a change in the wind, and the lugger having held to her anchors, the Life-boat proceeded again to her, no other boat being able to venture off, and some of the boat's crew having gone on board the lugger, she was brought safely into harbour in company with the Life-boat.

The new boat, presented by the Freemasons of Warwickshire, and named the *Lady Leigh*, soon inaugurated its mission of mercy, it having been called out on service on the evening of Sunday the 10th Nov. The brig *Palestine*, of Whitby, was endeavouring to enter Scarborough Harbour, during a very heavy gale from the N.E., when she struck on a reef of rocks called Ramsden Scar, it being low water at the time. The Life-boat was quickly launched, and was successful in saving the crew of 5 men and a boy from

what would, in all human probability, have been an inevitable death in the absence of the Life-boat, for the weather was such that no other boat could possibly have gone to the rescue; and the brig was in such a position that she could hardly have been reached by the rocket apparatus, had she held together long enough for it to have been used, which, however, was not the case, for the vessel broke up almost immediately.

Four days afterwards the boat again did good service. The brig *E. J. D.* of Nantes, was driven by the tempestuous weather on a lee shore, and was at length forced to run for Scarborough Harbour. In making the attempt, however, she was driven on the South Sands, and quickly filled with water. The Life-boat had previously been got ready, and as soon as the vessel stranded she put off to her and rescued the crew of 8 men, whom she safely landed on the Lighthouse Pier.

Singularly enough, the services of the Life-boat were again called into requisition, after an interval of three days had elapsed, making the third time she had been actively engaged in the course of a week. A small open boat was seen approaching the harbour on the afternoon of the 17th Nov., and, as a strong sea was running, and she was in great danger of getting amongst the breakers, the Life-boat went to her and brought her safely in. She proved to be a smack's boat, having a crew of 2 men, who were endeavouring to land two officers from the Hamburg steamer *Allamania*, they having been sent ashore to procure the services of a steam-tug to assist their vessel, which was in a disabled state, being short of coals.

WELLS, NORFOLK.—At daybreak, on the morning of the 27th Aug., the yacht *Stella*, of London, riding at anchor in Holkham Bay, was seen to be exhibiting a signal of distress. There was a heavy gale from the north blowing at the time, which had lasted all night, and the sea was running tremendously high. The Life-boat *Eliza Adams* was quickly rowed down to the bar, where she was taken in tow by the steam-tug *Olive Branch*, and with some difficulty the yacht was reached, and those on board rescued. They consisted of the Hon. Frederick Walpole, M.P., his young son, two friends, and crew of 3 men.

As soon as these persons were landed, the Life-boat was called on again to proceed to the aid of the crew of the brig *Criterion*, of Arbroath, who had been compelled to take refuge in the fore and main-tops on their vessel sinking on the Blakeney West Sands, which she had done during the night. The steamer towed the boat over the bar, and from thence the Life-boat sailed down to the wreck through the very high sea running at the time. As soon as she neared the wreck she anchored to windward, veered down, and took from it in successive attempts the whole of those on board, numbering 9 men, with whom the boat proceeded to Blakeney Harbour, where she landed them in safety.

On the 11th Nov. a signal-light was seen off the harbour, and on the Life-boat proceeding to the spot, she found the fishing lugger *Northumberland*, of Flamborough, had gone ashore at Wells East Birt, and that the crew of 10 men had succeeded in reaching the beach there. They were then taken into the Life-boat and brought up to Wells. A heavy northerly gale was blowing, with rain and hail, and the sea was very high at the time.

SIDMOUTH, DEVON.—The brig *Frederick William*, of Guernsey, was at anchor off Sidmouth on the 5th of September, when the wind and sea rose; and, as she was in danger of parting from her cables, a signal of distress was hoisted. The Life-boat *Remington* was promptly got out and launched. On the first occasion the sea threw her broadside on to the beach; but on a second attempt, she was more successful in getting off, and soon brought the crew of 8 men ashore from the endangered vessel.

The services of this Life-boat were also called into requisition on the 31st December, on the afternoon of which day a large vessel, distant some eight miles to the eastward of Sidmouth, was seen flying a flag of distress, during stormy weather, the wind blowing in violent squalls from S.W. She proved to be the barque *Emmeline*, of Bordeaux, at anchor in Seaton Bay. Her crew of 11 men were only too glad to avail themselves of the aid of the Life-boat, and accordingly they were taken into the boat, which then proceeded through a very high sea to Beer, where a landing was safely ac-

complished. The Life-boat returned to its station on the following day, by which time the weather had moderated.

THURSO, N.B.—On the morning of the 4th October—a wild, stormy morning,—the *Charley Lloyd* Life-boat of this station put out, and brought from the brigantine *Mary Holland* 7 men. Later on she brought on shore from the brig *Eliza* 5 men, besides a woman and child. Both these vessels having parted one of their cables during the night, were in momentary expectation of being dashed to pieces on the rocks to leeward of them.

ORME'S HEAD, NORTH WALES.—During the night of the 10th October, the *Sisters' Memorial* Life-boat, in answer to signals of distress from the flat *Swallow*, of Runcorn, was launched, and brought on shore from that vessel the crew, 3 in number. The *Swallow* had stranded in Llandudno Bay, in the violent wind that was then blowing from the northward, and the service was only effected after a long and arduous struggle on the part of the Life-boat's crew. On the following morning the same Life-boat, in reply to signals of distress from the brigantine *Coila*, made a gallant effort to reach that vessel; but a strong tide, and heavy sea and wind, nearly approaching a hurricane, foiled the attempt; and, after five hours' struggle, the crew reluctantly relinquished the contest. They learned, however, from the *Bangor Packet*, which had passed within hail, the nature of the service they could render to the *Coila*, and, on reaching the shore, telegraphed to Beaumaris for a steam-tug, which ultimately arrived to the assistance of the *Coila*. A few days later—on the 16th October—the *Sisters' Memorial* again rescued 4 persons from the flat *Peter*, which was then sinking, her cargo having shifted, during a strong breeze, from the north-east. The piteous cries for help from a woman, one of the 4 persons on board the *Peter*, were scarcely needed to nerve to the uttermost the stout hearts and strong arms of the fine fellows who had so often before braved so much in the service of their fellow-creatures.

NEWBIGGIN, NORTHUMBERLAND.—The Life-boat *William Hopkinson* of Brig-house, from this station, during a heavy gale off shore, proceeded to the ketch

Perseverance, of Sunderland, on the 28th September, in answer to signals of distress displayed by one of the two men who formed her crew. His companion had received so frightful an injury to the skull by the blow of a winch-handle that he died before the Life-boat regained the shore. Later in the day the same boat again succeeded in boarding the *Perseverance*, and ultimately carried her safely into Shields.

PORTRUSH, Co. ANTRIM. — The *Laura*, Countess of Antrim, Life-boat, saved 7 men from the brigantine *Amanda*, of Coleraine, on the morning of the 3rd October, during a heavy gale from N.W. This was a truly noble service, and tested to the utmost the endurance of the Life-boat's crew. The *Amanda*, at the time of the launch, was dragging her anchors towards a dangerous lee shore, and the efforts of the Life-boat were directed towards the removal of those on board her before she should become surrounded by the more dangerous breakers. The struggle to force the boat against so heavy a gale as that which prevailed was no light one, however, and at one time it seemed that the effort would fail, as the boat had to drop down under the lee of an island. The crew, however, again returned to the attack; and, after two hours' hard rowing, with difficulty got on board the distressed vessel, and eventually safely landed all hands, to the great joy of a large crowd of the inhabitants of Portrush. Important aid was rendered on this occasion by the horses of the tramway company, which conveyed the boat on her carriage along two miles of soft sand, and so enabled the Life-boat to close nearer to the wreck before launching.

HOLY ISLAND, NORTHUMBERLAND. — The Life-boat *Grace Darling* achieved a gallant rescue near this station, during a violent gale on the 11th of October. On that day the *Elizabeth*, a sloop belonging to Sunderland, was forced on to the Partin Steel rocks by a tremendous gale, and the Life-boat was speedily on its way to the rescue, which was happily effected after a hard struggle of more than two hours' duration. Two men and a woman were on this occasion saved from perishing, the *Elizabeth* sinking soon after she was relieved of her human freight.

NEWQUAY, CARDIGANSHIRE. — On the 16th October a vessel was observed from this station riding out a gale in Cardigan Bay, with main and mizenmasts and topmasts gone, and a signal of distress flying. The Life-boat *Nelson* was soon launched; but, after pulling for many hours through darkness, wind, and rain, was unable to find the distressed ship; and about 9.30 p.m. returned to the shore with her crew fagged out. After half an hour of rest, and having obtained a fresh "departure" to guide them on their course, they again sallied forth; and shortly before midnight succeeded in finding the vessel, which proved to be the ship *Antigua*, of Greenock, leaking, and otherwise in distress. The gale being somewhat abated, the master hoped to save his vessel if steam assistance could be afforded promptly, and the Life-boat immediately returned to the shore, and despatched a telegram for a steam-tug; and then again returning to the *Antigua*, remained by her at the request of the master till she was conveyed safely into port. The master in his certificate to the coxswain rendered high praise to the crew of the Life-boat for their continued efforts to reach his vessel on the night of the 16th through such terrific weather, and their subsequent strenuous and successful efforts to save his ship.

PALLING, NORFOLK. — The No. 2 Life-boat, *British Workman*, left this station on the 24th October in stormy weather, and boarded the *Lily*, a barque laden with timber, which was stranded on the Hasborough Sands; and, finding her to be deserted, took possession, and remained by her till the 26th instant, when, being joined by a steam-tug, she was successful in getting the derelict afloat, and beaching her in a safe position at Winterton.

The No. 1 Life-boat of this station, the *Parsee*, after two unsuccessful attempts, boarded the *Hector*, a brigantine of Newcastle, which on the 9th December was run ashore by her crew to avoid foundering. This service was performed in very tempestuous weather, and the Life-boat having broken eight of her oars, and the sand being too soft to hold her anchor, she experienced great difficulty in accomplishing her object.

SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

THE Thirty-fifth Annual Meeting of this excellent Society was held at the City Terminus Hotel, Cannon Street, on the 22nd of May last, Captain the Hon. FRANCIS MAUDE, R.N., in the Chair, in the unavoidable absence of His Grace the DUKE OF MARLBOROUGH, President of the Society. Amongst those present on the occasion were the EARL OF ABERDEEN, LORD WILLIAM LENNOX, Admiral Sir W. H. HALL, K.C.B., Captain E. LITTLEHALES, R.N., Sir GEORGE BIDDLECOMBE, C.B., Captain THOMAS TRIBE, Rev. JOHN RICHARDSON, M.A., Colonel NOLLOTH, and a number of ladies.

The Chairman, in forcible terms, commented upon the great and national importance of the Society's operations, and called upon the Secretary, Commander W. H. SYMONS, R.N., to read the Report, which was of a very satisfactory tenor.

In it the Committee called attention to the fact that the receipts, owing to various exceptional causes, had reached during the past year the noble sum of 40,732*l.* They were using every effort to extend still further the relief to the widows of the seamen members, and by extending the scale of years of membership from twenty-one to twenty-eight years. 48,135 seamen each voluntarily subscribe 3*s.* a year to the Society. Many handsome donations and subscriptions had been received by it during the past year, including HER MAJESTY THE QUEEN, 25*l.* annual; H.H. the PRINCE IMPERIAL OF FRANCE, 20*l.*; an offertory in St. Peter's Church, Eaton Square, per Rev. G. H. WILKINSON, 60*l.* 9*s.* 6*d.*; H. D. Y. (fourth donation), 1,000*l.*, and Tyne Mariners' Widows' and Orphans' Fund (Newcastle) 1,000*l.* Twenty-four legacies had also been received during the year.

In the same period 4,561 shipwrecked persons were relieved, including many foreign crews; and relief was given during the year to 4,635 widows, orphans, and aged parents; making a total of 9,196 persons assisted during the past year; while six silver medals and 114*l.* 8*s.* 8*d.* had been awarded for saving life from shipwreck on the high seas, and on the coasts of our colonies.

The Report concluded by deploring the

loss the Society had sustained by the death of various *coadjutors*; also by recording deep thankfulness to God for having in so marked a manner blessed the Society's labours during the year, and after expressing an earnest hope that, in order to enable the Committee to carry out and extend the merciful objects of the Society, there will not be found lacking in the future worthy followers of departed friends.

Various resolutions having been carried, the Meeting separated after the usual vote of thanks to the Chairman.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 1st Jan., 1874: 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., Inspector of Life-boats to the Institution, on his recent visits to Dungeness, Rye, Winchelsea, Hastings, Eastbourne, and Newhaven.

Also the Report of Capt. D. ROBERTSON, R.N., Assistant-Inspector of Life-boats to the Society, on his recent visits to Hornsea, Withernsea, Flamborough, Filey, Bridlington, Scarborough, Manchester, and Seaton Carew.

[The Special Contributions and Legacies received by the Institution during the month of December are given in the Annual Report, published on the 1st May, 1874.]

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

	£. s. d.
The late THOMAS GRINDLAY, Esq., of Edinburgh	1,000 0 0
The late PETER PONSONBY MERGE, Esq., of Athlumney, Navan	200 0 0
The late E. DEWAR, Esq., of Leith	100 0 0

Decided to form a Life-boat Station at Lydd Dungeness, near the scene of the fearful catastrophe which overtook the ship *Northfleet*, in January 1873.

Also to appropriate the station to Mr. DAVID HULERT, of High Holborn, who had presented it the Institution the cost of the Establishment.

Also to place a Life-boat at Brancaster, on the Norfolk coast, and to name the boat the *Joseph and Mary*, at the request of Mrs. BOETEFUR widow of ALEXANDER BOETEFUR, Esq., of Bays water, who had presented to the Institution the cost of the Life-boat Station.

Read letter from SAMUEL J. WILDE, Esq., of Sergeants' Inn, Fleet Street, of the 18th Dec. forwarding a cheque for 500*l.*, being the amount which his late aunt, Miss MARGARET RYDE WILDE, by an informal document, had desired him, as the residuary legatee, to pay to the Institution to establish a Life-boat to be called the *Charlotte Mary*.—To be thanked.

Reported the transmission to their stations of the Skerries and Seaton Carew new Life-boats.

The British and Irish Steam Packet Company had kindly granted a free conveyance on board one of their steamers, to the Skerries boat from London to Dublin, and had also brought bac

the old boat to London free of charge.—*To be thanked.*

The Seaton Carew Life-boat had been exhibited at Manchester on the 19th Dec.

Voted the thanks of the Institution to Mr. W. LLEWELLYN, in acknowledgment of his kind co-operation during the period he occupied the office of Honorary Secretary of the Porthcawl Branch.

The Committee expressed their condolence with Mrs. DRAKE and members of her family on the occasion of the lamented death of the Rev. C. MACKWORTH DRAKE, who had been the Honorary Secretary of the Portloe Branch of the Institution from its formation.

Paid 2,102l. 0s. 6d. for sundry charges on various Life-boat Establishments.

Voted 49l. 12s. to pay the expenses of the Thurso, North Deal, and Appledore Life-boats in going off during heavy gales and saving the crews, consisting of 19 persons, of the following wrecked vessels:—

Schooner *Dalkeith*, of Stornoway, 4 men saved.
Brig *Remembrance*, of Middlesboro', 8 "
Brigantine *Spec*, of Plymouth, 7 "
In addition, the *Walmer*, Southwold, and Llandwyn Life-boats had rendered the following services:—

Brig *Flossie*, of Guernsey, assisted to save vessel and 8 men; Prussian schooner *David*, saved vessel and 6 men; schooner *Thomas & Son*, of Carnarvon, remained alongside.

[The particulars of these various Life-boat services will be found detailed in the last Annual Report of the Institution.]

Voted 38l. 19s. 0s. to pay the expenses of the Life-boats stationed at Selsey, North Sunderland, New Brighton, and Broadstairs, 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 Duncannon Life-boats had also been taken out with the view of rendering assistance to distressed vessels, but their services were not ultimately needed.

Voted 10l. to 8 men for putting off in the yawl *Bravo*, of Yarmouth, during a strong gale from the W. on the 29th Nov., and saving the crew of 6 men of the stranded brig *Erce*, of Sunderland.

Also 2l. 10s. to 5 men belonging to Valencia for rescuing, during a strong breeze from the N.W. on the 21st Nov., 3 men from the boat of the wrecked ship *Clyde*, of Liverpool. Also 10s. to PATRICK LOONEY, who, by signalling, had skilfully piloted the ship's boat as far as Burnt Island.

THURSDAY, 5th Feb., 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.

Appointed Capt. C. GRAY JONES, R.N., to be the Second Assistant-Inspector of Life-boats to the Institution.

Read and approved the Report of the Inspector of Life-boats on his recent visit to Southport on the occasion of the launch of the new Life-boat just sent to that Station.

Also the Report of the Assistant-Inspector of Life-boats on his recent visits to St. Mary's (Scilly Islands), Sennen Cove, Penzance, St. Ives, Hayle, Porthleven, and Porthoustock.

[The Special Contributions and Legacies received by the Institution during the month of January are given in the Annual Report, published on the 1st May, 1874.]

Reported that the late Mrs. F. S. KIRBY, of Dublin, had bequeathed a legacy of 200l. to the Institution.

Read letter from the President of the Russian Association for the Rescue of Shipwrecked Crews, of the 23rd January, expressing the thanks of Her Imperial Highness the GRAND DUCHESS CESAREVINA, Patroness of the Association, to the NATIONAL LIFE-BOAT INSTITUTION, for the assistance which it had afforded to the Russian Society.

On the occasion of the marriage of H.R.H. the DUKE of EDINBURGH, the British residents at St. Petersburg had opened subscription lists to raise a sufficient sum to purchase two Life-boats, one to be called the *Alfred*, and the other the *Marie*, which their Royal Highnesses had decided to present to the Russian Life-boat Institution.

The boats were to be built in England, and two models of them were to be presented to their Royal Highnesses.

Every assistance would be afforded by the Institution in regard to the construction of the two boats and models.

Voted the thanks of the Institution to the following gentlemen in acknowledgment of their past valuable co-operation in the management of different branches of the Society:—G. A. MAIN, Esq., Isle of Whithorn; ALFRED STERRY, Esq., Swansea; L. R. COOKE, Esq., Clovelly; and the Rev. J. GRIFFITHS, Newquay (Cardiganshire).

Paid 1,752l. 5s. 8d. for sundry charges on various Life-boat Establishments.

Voted 15l. 4s. to pay the expenses of the Holyhead Life-boat in putting off, during a heavy gale from the S.W., and bringing safely ashore the crew of 5 men of the schooner *John and Jenefer*, of Fowey, which was at anchor in a very dangerous position inside the Clipera Rocks on the 1st Jan. The rescued men were found quite exhausted, as the seas had been beating completely over the vessel.

Also 11l. 16s. to pay the expenses of the Theddlethorpe Life-boat *Dorinda and Barbara* in going off while it was blowing strongly from the S.S.E. and a heavy sea was running on the 8th Jan., and saving 5 of the crew of the sunken smack *Mary*, of Grimsby. One of those rescued, a boy, was almost lifeless from exposure and cold, as the sea had been breaking heavily over the wreck.

Also 23l. 19s. to pay the expenses of the Banff Life-boat in putting off in a fresh gale and high sea on the 18th Jan., and saving the crew of 6 men from the brig *Essex*, of Sunderland, which was in distress in Banff Bay. Owing to the force and direction of the gale, the Life-boat was unable then to return to her station, but had to run for Macduff, after shipping several seas.

Also 12l. 14s. to pay the expenses of the Kes-singland No. 1 Life-boat in going out in a fresh gale and heavy sea and rescuing the crew of 6 men of the schooner *Jessie*, of Blyth, which vessel had foundered on the Newcome Sands on the 18th Jan., the crew being obliged to take to their small boat, and keep under the lee of the wreck until the Life-boat reached them.

Also 16l. to pay the expenses of the Pakefield No. 1 Life-boat in putting off to the same wreck.

Reported that the Yarmouth No. 1 Life-boat had gone off on the 18th Jan. to the assistance of the barque *Fria*, of Blyth, which had run foul of the South Buoy on the Scroby Sands, and was in a very leaky state. The Life-boat men remained all night by the ship, and assisted at the pumps, and eventually she was got safely into Lowestoft Harbour, with her crew of 11 men.

Voted 16l. to pay the expenses of the Filey Life-boat in putting off on the 16th Jan. to the

assistance of the crew of the fishing coble *Unit*, of that place, which had been struck by a heavy sea and swamped. Unhappily the 3 poor fellows forming the crew disappeared before the Life-boat could reach the spot.

It should be mentioned to the credit of the Life-boat men that they undertook to devote the reward of the Institution to the relief of the widows and orphans of the deceased men.

Also 27*l.* 5*s.* to pay the expenses of the Ramsey Life-boat in putting off twice, on the 18th and 19th Jan., to the assistance of a smack, or lugger, reported in distress near the Bahama Bank, during a whole gale from the W., and in a tremendous sea. The boat was out eight hours in the night the first time, and six hours on the next day; but no trace of the ill-fated vessel, or her crew, could be found.

Also 123*l.* 3*s.* 6*d.* to pay the expenses of the Life-boats at Holy Island, Teignmouth, Wexford, Duncannon, New Brighton, Rye, Carnsore, Cemaes, and Queenstown, 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 Anstruther and Isle of Arran Life-boats had also been taken out with the view of rendering assistance to distressed vessels, but their services were not eventually needed.

Voted 2*l.* to the chief boatman of H.M. Coast-guard at Shaldon, near Teignmouth, and 3 other men, for putting off in a boat on the 9th Jan., and saving a fisherman whose boat had capsized on the Bar.

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

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

Also the Report of the Inspector of Life-boats, on his recent visits to Douglas, Castletown, and Ramsey.

Also the Report of the Assistant-Inspector of Life-boats on his recent visits to Mullion, Cadgwith, Lizard, Falmouth, Rogerstown, Skerries, Poolbeg, Greystones, Drogheda, Dundalk, and Giles's Quay.

Also the Report of Capt. C. GRAY JONES, R.N., the Second Assistant-Inspector of Life-boats, on his visits to Rogerstown, Drogheda, Dundalk, Newcastle (Dundrum), Tyrella, and Ballywalter.

[The Special Contributions and Legacies received during the month of February are given in the Annual Report, published on the 1st May last.]

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

	£.	s.	d.
The late ALEXANDER BARKER, Esq., of Piccadilly	2,000	0	0
The late JOHN REEVE, Esq., of Reading (duty free)	1,000	0	0

Decided, on the application of the local residents, to form a Life-boat station at Longhope, in the Orkney Islands.

Also to appropriate the station to DICKINSON EDLESTON, Esq., of West Royd, Sowerby Bridge, who had presented 800*l.* to the Institution to defray the cost of the Establishment, the boat being named after himself.

J. G. MOODIE HENDLE, Esq., the landed proprietor of the district, had promised not only to grant a site of ground on which to erect the Life-boat house, but also to subscribe liberally

towards the support of the station.—*To be thanked.*

Decided also to form a Life-boat station at St. Mary's, on the Scilly Islands, where wrecks occasionally occur.

T. A. SMITH DORRIE, Esq., the landed proprietor, had liberally granted a site for the Life-boat house, and promised to subscribe towards the maintenance of the Establishment.—*To be thanked.*

Decided also to replace the present Life-boat at Carnsore, Ireland, by a larger and more powerful boat. It was to be named the *Iris*. The benevolent lady who had given the present boat to the Institution had sent it 300*l.* towards the expense of the larger boat.

Reported the transmission to its station of the Rogerstown new Life-boat, and that the new Life-boat Establishment had been publicly inaugurated on the 17th Feb.

Read letter from the President of the FRENCH SHIPWRECK SOCIETY to the President of the NATIONAL LIFE-BOAT INSTITUTION, of the 21st Feb., stating that the Society had appointed a commission to inquire fully into the circumstances connected with Shipwrecks, with the view to the mitigation of the sufferings arising therefrom, and soliciting from the Institution any co-operation which it could render to the French Society in the matter.

Decided that the Society be informed that the services of the officers of the NATIONAL LIFE-BOAT INSTITUTION will cordially be given in any way within the sphere of operations of the Institution.

Approved of a draft of the Report to be submitted to the forthcoming Jubilee Meeting of the Society.

Voted the thanks of the Committee to DAVID GRAY, Esq., the Rev. R. D. FOWELL, and ALFRED CORDER, Esq., in acknowledgment of their past valuable co-operation as the Honorary Secretaries, respectively, of the Irvine, Liverpool and New Brighton, and Ipswich Branches of the Institution.

Paid 1,815*l.* 7*s.* 2*d.* for sundry charges on various Life-boat Establishments.

The Committee expressed their deep sympathy with the relatives of the 4 poor men who perished by the upsetting of the Stonehaven Life-boat on the 27th Feb. She had gone out to the help of the barque *Grace Darling*, of Blyth, which had a signal of distress flying; but which, on the approach of the Life-boat, was unaccountably taken down. The ship was ultimately lost some miles northwards, and 14 of her crew perished—1 man only being saved. The Committee voted 250*l.* in aid of the local subscription raised on behalf of the Life-boat men's families, besides granting 3*l.* to each man who went off in the boat on the occasion.

When we consider the fearfully dangerous character of these gallant Life-boat services, and are reminded that upwards of 10,000 persons go afloat in these boats every year, it cannot but be cause for congratulation that the loss of life is so small—more than a year having elapsed since the last fatal accident; while in twenty-two years there have only been fourteen such casualties, with the loss altogether of 34 men.

The silver medal of the Institution was voted to Capt. C. GRAY JONES, R.N., recently appointed its Second Assistant-Inspector of Life-boats, in acknowledgment of his gallant services in the Newcastle Life-boat, when she saved 4 out of 5 of the crew of the schooner *Rose*, of Youghal, wrecked in Dundrum Bay, during a S.E. gale and in a heavy sea, on the 26th Feb.

The Society's medal was also presented to Mr.

JAMES HILL, coxswain of the same Life-boat, in acknowledgment of his long and brave services in the boat, and particularly on the dangerous occasion in question.

The thanks of the Institution inscribed on vellum were also voted to Mr. JOHN HYLAND, and Mr. WM. HAYWARD, for their valuable co-operation on this and other occasions.

Double payment (92.) was also made to the crew of the Life-boat. Total expense of this service, 12*l.* 17*s.*

Voted 14*l.* to pay the expenses of the Dun- garvan Life-boat in putting off, during a whole gale from the S.E. on the 10th Feb., and saving the crew of 5 men from the brigantine *Henry*, of Youghal, which was wrecked on the rocks at Ballinacourty Point.

Also 10*l.* to pay the expenses of the Exmouth Life-boat in going off, while it was blowing a moderate gale from the E.S.E., on the 25th February, and rescuing 4 men from the sloop *Marie Elizabeth*, of Honfleur, which had stranded on the Pole Sands.

Also 7*l.* 14*s.* to pay the expenses of the Seaham Life-boat in putting out, during a strong S.S.E. wind, and bringing safely ashore the crew of 10 men from the brig *Guena*, which had stranded off that place on the 2nd March.

Also 16*l.* 10*s.* to pay the expenses of the Kings- downe Life-boat in going off, on the 7th February, in a fresh breeze from the N.W., and remaining alongside the ship *Forest*, of Windsor, N.S., which had gone on the South Goodwin Sands, the boat remaining there until the vessel was out of danger.

Reported that the Ramsgate Life-boat had gone off, during a gale from the E.N.E., on the 10th February, and rescued 17 persons from the barque *Lady Havelock*, of Liverpool, which was wrecked on the Goodwin Sands.

Also that the Palling No. 2 Life-boat had put off, on the 7th February, while it was blowing from the N., with a heavy sea, and assisted to take into Yarmouth Harbour the barque *Kroma*, of Hoganas, and her crew, that vessel having gone on the Hasborough Sands.

Also that the Plymouth Life-boat had put off, on the 26th February, during a heavy gale from the S.W., and, in conjunction with a steam-tug, had rendered important assistance to the dis- tressed ship *John Barbour*, of St. John's, N.B.

Also that the Swansea Life-boat had gone off, while it was blowing a strong gale from S.S.E., and, at the request of the master, had remained alongside the brigantine *Harriet Julia*, of Mary- port, which was in distress near Mumbles Head on the 11th February. The boat continued to stay by the ship until she was got into a safe position.

Also that the Winchelsea Life-boat had put off, on the 25th February, during a S.S.E. wind, with a high sea, and remained for some time by the schooner *Helene*, of Cranx, which had stranded near Rye Harbour. Ultimately the Life-boat brought safely ashore the vessel's crew, consisting of 4 men.

Voted 61*l.* 15*s.* to pay the expenses of the Life-boats at Brooke, Broadstairs, Dungarvan, Eddlethorpe, Penzance, Rogerstown, and Rye, 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.

Also 5*l.* to 4 men for putting off in a boat from Broomspout, Ireland, and saving 2 other men whose boat had been capsized off that place, in a westerly gale, on the 18th January.

THURSDAY, 26th March.—The Jubilee Meeting of the friends and supporters of the ROYAL

NATIONAL LIFE-BOAT INSTITUTION took place this day at the London Tavern, His Grace the Duke of NORTHUMBERLAND, P.C., D.C.L., President of the Institution, in the Chair.

The President having opened the Meeting with some suitable observations on the great and national character of the operations of the Institu- tion, its officers for the current year were chosen.

The Secretary then read the Annual Report.

The Meeting was then addressed by Commander Sir JOHN SWINBURNE, Bart., R.N.; the Rev. E. HEWLETT, M.A.; W. R. PRESTON, Esq.; T. B. SMITHIES, Esq.; Vice-Admiral Sir J. WALTER TARLETON, K.C.B.; GEORGE LYALL, Esq., V.P., Deputy Chairman; JOHN GELLIBRAND HUBBARD, Esq., M.P.; SIR LLEWELLYN TURNER, Vice-Com- modore of the Royal Welsh Yacht Club; the Baron GUDIN, Vice-President of the French Life- boat Society; GEORGE WELLS, Esq., R.V.Y.C., THOMAS CHAPMAN, Esq., F.R.S., V.P., Chairman, and Sir EDWARD G. L. FERROTT, Bart., V.P.

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

The Report and Resolutions will be found in the May number of the "Life-boat Journal."

THURSDAY, 2nd April: 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 Corre- spondence, and Wreck and Reward Sub-Com- mittees.

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

Read and approved the Report of the Inspector of Life-boats on his recent visits to the Worthing, Ramsgate, and Burnham Life-boat Stations.

Also the Report of the Assistant-Inspector of Life-boats on his recent visits to Stonehaven, Aberdeen, Peterhead, Fraserburgh, Longhope, Stromness, and Thurso.

Also the Report of the Second Assistant-Inspector of Life-boats on his visits to Court- macsherry, Groomsport, Portrush, Greencastle, Queenstown, Valentia, Ballycotton, Youghal, Ardmore, Dungarvan, Tramore, and Duncannon.

[The Special Contributions and Legacies re- ceived during the month of March are given in the Annual Report, published on the 1st May last.]

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

	£.	s.	d.
The late JAMES RANDELL, Esq., of Mark Lane	500	0	0
The late Mrs. MARGARET PHELPS, of Chichester (duty free)	100	0	0
The late Miss ELIZABETH LOFT, of Russell Street, Brixton—moiety of residue.			

Reported the transmission to their Stations of the Fraserburgh, Stonehaven, and Carnsore Life-boats.

Decided to station a new Life-boat at West Hartlepool, in place of one of the boats at present stationed there, which was getting unfit for further service.

Ordered that various works be carried out at the Brancaster, Scilly Islands, Margate, and Skegness Life-boat Stations, at an expense of 581*l.* 13*s.*

Voted the thanks of the Institution to CHARLES NORRINGTON, Esq., ROBERT TRAVERS, Esq., T. F. EVANS, Esq., and the Rev. J. MORRIS, in acknow-

ldgment of their most valuable co-operation respectively in the management of the Plymouth, Courtmacsherry, Bull Bay, and Moelfre Branches of the Institution.

Paid 95L. 19s. 6d. for sundry charges on various Life-boat Establishments.

Voted 7L. 7s. 6d. to pay the expenses of the Wells Life-boat in putting off in a N.E. gale and heavy sea on the 6th March, and saving the crew of 5 men from the schooner *Marie*, of St. Valery-en-Caux, which had been wrecked at Wells East Point.

Also 17L. 2s. to pay the expenses of the Seaton Carew Life-boat in going out during a N.E. gale and bringing safely ashore 11 of the crew of the steamer *Bamborough*, of North Shields, which had stranded at the mouth of the Tees on the 9th March.

Also 13L. 13s. 6d. to pay the expenses of the Girvan Life-boat in going off on the 17th March and rescuing the crew of 3 men of the schooner *Industry*, of that port, which was wrecked on the bar off that place. A shore boat had previously failed in an effort to get off through the surf to the rescue of the shipwrecked men.

Reported that the North Deal Life-boat had gone off on the 19th March to the assistance of the schooner *Eliza Cornish*, of Sunderland, which had been driven on the Goodwin Sands in a heavy sea. At the request of the master, the Life-boat men rendered their assistance towards getting the vessel off the Sands, and, happily, as the tide flowed, they were eventually enabled to get her clear, when she was taken to a safe anchorage in the Downs.

Also that the Skegness Life-boat had put off on the 19th March, and rendered assistance to the sloop *New Eagle*, of Grimsby, which had been caught in a squall and dismasted off Ingolmelds Point.

Voted 131L. 19s. 10d. to pay the expenses of the Life-boats at Courtmacsherry, Bridlington, Donna Nook, Isle of Whithorn, Fraserburgh, North Deal, Newbiggin, Palling, Wexford, Chapel, Whitehaven, Caister, Burnham, and Aberdovey, 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, Peterhead, and Appledore Life-boats had also been taken out with the view of rendering assistance to distressed vessels; but their services were not eventually needed.

Voted the second-service clasp of the Institution to Mr. WILLIAM TAYLOR, chief officer of H.M. Coastguard at Dunny Cove, Co. Cork, in acknowledgment of his gallant services in putting off in the Coastguard gig, and assisting to save the crew of 7 men of the wrecked brigantine *Harriet Williams*, of Llanelly, on the 11th Feb.

Also the thanks of the Society to Mr. Z. GRANGER, chief officer of Coastguard at Courtmacsherry, and to the Rev. T. MCCARTHY, together with 3L. 10s. to 7 other men, for bringing ashore the crew, 4 in number, of the cutter *St. John*, of Cork, which was in distress in Broad Strand Bay during a strong S.W. gale on the 26th Feb.

Also the thanks of the Institution to Mr. JOHN NICHOLSON, farmer, Kidsdale, N.B., and his son, and to Captains THORBURN and McQUEEN, for their services in assisting to save the crew of 5 men of the stranded schooner *Scottish Lass*, of Holyhead, on the 26th Feb.

Also 10L. to 5 men forming the crew of a Coast-guard boat at Cahirmore, Ireland, for putting off at great risk and saving 2 of the crew of the barque *Cardross*, of Greenock, which was wrecked

near the Cahirmore Coastguard station during stormy weather, and in a very heavy sea, on the 12th Feb.

Also 5L. to the crew of the yawl *Dart*, of Palling, for rescuing 9 men belonging to the brig *Excelsior*, of Guernsey, who had taken to their boat on that vessel stranding on the Hasborough Sands while it was blowing strongly from the N.N.E. on the 9th March.

Also 5L. to the crew of the fishing smack *Ebenezer*, of Southport, for saving 2 men whose boat had been blown out to sea from Amiwch on the 18th March.

Also 1L. to 2 men for their services in rescuing a man whose boat had been capsized off Laveaneep, Shetland, on the 2nd March.

Also 1L. to EDWARD PORTEOUS for assisting the crew of the trawler *Oxford Eight*, of Hull, which was wrecked near Donna Nook, on the Lincolnshire coast, on the 26th Feb.

Also a reward to JOHN DILLON for assisting to save life on the occasion of the wreck of the smack *Naomi and Jane*, of Ramsey, Isle of Man, off Ballycotton, on the 20th Feb.

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

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

Read and approved the Report of the Inspector of Life-boats, on his recent visits to Cresswell, Newbiggin, Whitby, Uppang, Runswick, Bridlington, Piel, Whitehaven, Seascale, Carlisle, and Sillitho.

Also the Report of the Assistant-Inspector of Life-boats on his visits to the Stonehaven, Dunbar, Ayr, and Girvan Life-boat Stations.

Also the Report of the Second Assistant-Inspector of Life-boats on his recent visits to Carnsore, Wexford, Cahore, Courtown, Arklow, Wicklow, Greystones, Howth, Kingstown, Rogerstown, and Skerries.

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

	£.	s.	d.
THOMAS BRADBERRY, Esq., additional.	50	0	0
Mrs. SAMUEL SENIOR, and Miss BREASLEY (part of the proceeds of a small bazaar)	40	0	0
Collected by GEORGE OLIVER, Esq., and THOMAS FAIRHURST, Esq., in Fochow-Foo, additional	25	0	0
Mrs. B. WOOD, additional	20	0	0
Collected on board H.M.S. <i>Malabar</i> , on her last voyage, per Capt. T. B. SULLIVAN, R.N.	1	13	0
Proceeds of a lecture at Wellingborough, by Mr. J. R. WILKINSON	1	10	0

To be severally thanked.

Reported that the late Miss C. H. A. MYTTON, of Skelton, near Shrewsbury, had bequeathed 500L. Consols to the Institution.

Decided to form a Life-boat Station at Cresswell, Northumberland, where a fishing-boat had recently capsized, with the loss of 4 lives.

A. J. BAKER CRESSWELL, Esq., the Lord of the Manor, had agreed to grant the Institution a site on which to build the boat-house.—To be thanked.

Decided to appropriate the station to THOMAS HACKWOOD, Esq., of Sydenham, who had presented 780L. to the Institution to defray the cost of the Establishment.

Reported that the Skegness new Life-boat had been transmitted to its station, and the old one returned to London.

Ordered that various works be carried out at the Lydd and Valencia Life-boat Stations, at an expense of 288*l.* 10*s.* 6*d.*

Voted the thanks of the Committee to B. C. STEPHENSON, Esq., in acknowledgment of his kind and valuable co-operation while occupying the Secretaryship of Lloyds'.

Also to Dr. J. INGLEBY MACKENZIE and the Rev. MAURICE DAY, M.A., for their past kind services as the Honorary Secretaries respectively of the Sidmouth and Greystones Branches of the Institution.

Also that the deep condolence of the Committee be conveyed to the families of the late SHIRLEY BROOKS, Esq., and the late T. B. CHANTER, Esq., of Bideford, both deceased gentlemen having for many years past rendered valuable services to the Life-boat cause.

Read letter from the Great Eastern Railway Company, of the 27th April, stating, in reply to the application of the Institution, that the Directors readily agreed to one of its Pillar Contribution Boxes being placed on their pier at Lowestoft.—*To be thanked.*

Read letter from Miss SMITHERS, of Newark, of the 17th April, stating that the people of St. Andrews, N.B., had presented to her a handsome brooch in acknowledgment of her exertions in collecting the coat of the new Life-boat on that station—the *Ladies' Own*. The brooch was in gold, and had on one side the figure of St. Andrew, and the coat-of-arms of the city. On the back was engraved—

“LADIES' OWN LIFE-BOAT.

A mark of gratitude from St. Andrews.
Nov. 1873.”

Paid 3,040*l.* 13*s.* 1*d.* for sundry charges on various Life-boat Establishments.

Voted 27*l.* 10*s.* to pay the expenses of the Fish-guard No. 1 Life-boat in putting off and bringing safely ashore the crews, numbering 12 men, of the schooners *J. T. S.*, of Barrow, and *Gem*, of Padstow, and the smack *Lerry*, of Aberdovey, and saving the distressed schooner *Squirrel*, of Aberystwith, and her crew of 5 men, on the 14th April.

The thanks of the Institution inscribed on vellum were voted to Captain W. HARRIES, Mr. W. JENKINS, and Mr. J. G. ANNAL, and the special thanks to Mr. T. CARTER, Mr. C. E. BOWEN, and Captain D. GEORGE, for their kind and valuable co-operation on the occasion of those services.

Also 16*l.* 4*s.* to pay the expenses of the Newquay (Cornwall) Life-boat in going out during a strong N.N.E. gale, on the 14th April, and, under very gallant circumstances, taking off and safely landing at St. Agnes' the crew of 19 men and a pilot from the distasted ship *Gutenberg*, of Hamburg. Eventually the Life-boat and a steamer assisted that vessel into Falmouth harbour.

Also 45*l.* 7*s.* to pay the expenses of the Thorpe and Southwold Life-boats in putting off, while it was blowing a gale from the N.E., on the 13th April, and rescuing the crew of 12 men and a pilot from the barque *Alma*, of Tonsberg, which was wrecked on the Sizewell Bank, on the Suffolk coast.

Also 12*l.* 12*s.* to pay the expenses of the Clovelly Life-boat in going out, during a strong northerly gale, on the 14th April, and bringing safely ashore the crew of 4 men of the ketch *Minnie*, of Bideford, which was in distress off Clovelly.

Reported that the Ayr Life-boat had gone off on two occasions, and rendered assistance to the ship *Pearl of India*, of Greenock, and the schooner *Jerome*, of Belfast, both of which vessels were in distress off Ayr.

Also that the Whitby No. 2 Life-boat had put

off on the 14th Feb., and brought safely ashore the crews, consisting of 15 men, from five fishing cobles belonging to that place, which were in danger while attempting to enter the harbour.

Also that the Newbiggin Life-boat had gone out, during a strong S.E. wind and heavy surf, and assisted two fishing-boats which were in danger off that place on the 13th April.

Also 104*l.* 15*s.* to pay the expenses of the Life-boats at Weymouth, Barmouth, Margate, Portmadoc, Newquay (Cardigan), Aberystwith, Lizard, Cadgwith, Wexford, and Courtown, 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.

Also 7*l.* to 6 fishermen for putting off in a boat and saving 5 other men from a boat which had been capsized near Malin Head, Donegal, in a westerly gale on the 24th Feb.

Also 5*l.* to 10 fishermen belonging to Craster, Northumberland, for putting off in two boats and rescuing 9 of the crew of the *s.s. Ravensworth Castle*, which was wrecked off Craster Haven during a strong S.E. breeze on the 9th Jan.

Also 5*l.* to 6 men for going off in the pilot-boat *Pride*, of Greencastle, and bringing ashore the crew, 7 in number, of the schooner yacht *Emerald*, of Belfast, which, during a whole gale from the N.W., had drifted ashore while entering Carlingford Lough, Co. Down, on the 19th March.

Also a reward to 4 fishermen, of Youghal, Ireland, for saving 3 of the crew of the fishing-boat *Ellen*, which was capsized in a squall outside Youghal Bar on the 3rd April.

THE LIFE-BOAT.

(Sung at a concert at Canterbury, from music by Joseph Hatton, Esq.)

'Tis night! upon the Cornish coast
Full loud the breakers roar,
And helplessly yon gallant barque
Drifts on the dark lee shore;
And quickly now the signal guns
Boom high above the gale.
O many a dark-ey'd Cornish girl
At that wild sound grows pale.

The Life-boat's man'd, stand clear ahead!
There's death upon the gale.
Cheer up, dear lass, one parting kiss—
Your lips look cold and pale.
The Life-boat's man'd, stand clear ahead!
No time to sigh for home.
Hurrah! the gallant Life-boat
Sweeps through the seething foam.

Bend boldly to your task, brave hearts,
It is a glorious strife;
On ev'ry oar-blade flashing high
There hangs some loved one's life.
A cheer so faint comes down the wind,
All hands we yet may save;
Now lift our gallant Life-boat
Like lightning o'er the wave.

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 Forty-two Life-Boat Stations under the Management of the Institution.

ENGLAND.		SCOTLAND.	
Northumberland—Berwick-on-Tweed—Holy Island (two boats)—North Sunderland—Roulmer—Alnmouth—Baxley—Cresswell—Newbiggin—Slyth (two boats)—Cullercoats—Tyne-mouth (two boats)	South Devon—Sidmouth—Exmouth—Teignmouth—Brixham—Salcombe—Plymouth—Cornwall—Loos—Fowey—Marazion—Porliss—Falmouth—Forthstock—Oadwith—Lizard—Mullion—Porthleven—Penzance—Sennen Cove—Silly Isles—St. Ives—Bayle—New Quay—Padstow—Port Isaac—Bude	Kirkcudbright—Kirkcudbright—Whitburn—Port Logan—Ayrshire—Ballantrae—Girvan—Ayr—Troon—Irvine—Ardrossan	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)
Durham—Whitburn—Sunderland (four boats)—Seaham—West Hartlepool (two boats)—Seaton Carver	North Devon—Cloveley—Appledore (two boats)—Braunton—Morte Bay—Ulcombe—Lynmouth	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)	Fife-shire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar
Yorkshire—Middleborough—Redcar—Saltburn—Ruswick—Ugging—Whitby (two boats)—Scarborough—Fleay—Flamborough (two boats)—Bridlington—Hornsea—Withernsea	Somerset—Burnham	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)	Fife-shire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar
Lincoln—Cleethorpe—Donna Nook—Theddlethorpe—Sutton—Chapel—Skegness	Cheshire—New Brighton—J. A. Tubular	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)	Fife-shire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar
Norfolk—Hunstanton—Brancaster—Wells—Blakeney—Sheringham—Cromer—Hugboley—Beckton—Hasthorpe—Falling (two boats)—Winterston—Caister (two boats)—Yarmouth (two boats)	Lancashire—Southport—Lytham—Blackpool—Fleetwood—Piel	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)	Fife-shire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar
Suffolk—Gorleston—Corton—Lowestoft (two boats)—Pakefield (two boats)—Kessingland (two boats)—Southwold (two boats)—Dunwich—Thorpeness—Aliborough	Cumberland—Seascale—Whitehaven—Maryport—Silloth	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)	Fife-shire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar
Kent—Margate—Kingsgate—Broadstairs—Ramsgate—North Deal—Walter—Kingsdowne—Dover—Dungeness—New Romney	Isle of Man—Ramsey—Douglas (two boats)—Castletown	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)	Fife-shire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar
Sussex—Eyre—Winchelsea—Hastings—Eastbourne—Newhaven—Brighton—Shoreham—Worthing—Selsey—Chichester Harbour	Wales	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)	Fife-shire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar
Hampshire—Hayling Island	Glamorganshire—Penarth—Porthcawl—Swansea	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)	Fife-shire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar
Isle of Wight—Bembridge—Brightstone—Grange—Brooke	Carmarthenshire—Pembrey—Carmarthen Bay	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)	Fife-shire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar
Alderney—St. Anne	Pembrokeshire—Tomly—Milford—Solva—St. David's—Fishguard (two boats)	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)	Fife-shire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar
Guernsey—St. Sampson's	Cardiganshire—Cardigan—Newquay—Aberystwith	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)	Fife-shire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar
Dorset—Poole—Chapman's Pool—Kilmeridge—Weymouth—Lyne Regis	Merionethshire—Aberdovey—Barmouth—Carnarvonshire—Portmadoc—Abersoch—Porthmlun—Orme's Head	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)	Fife-shire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar
	Anglesey—Llanddwyn—Rhosneigr—Rhoscolyn—Holyhead—Cemaes—Bull Bay—Kwafran—Penmon	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)	Fife-shire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar
	Flintshire—Llandulas	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)	Fife-shire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar
	Pembrokeshire—Llandulas	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)	Fife-shire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar
	Denbighshire—Rhyll (Tubular)	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)	Fife-shire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar
	Flintshire—Rhyll (Tubular)	Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stronachan—Elginshire—Lewismouth—Banffshire—Buckie—Banff—Aberdeenshire—Fraserburgh—Peterhead—Kincardineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Baddon Ness and Broughty Ferry (Dundee)	Fife-shire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar

Total, 242 Life-boats.

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

Alexander, Danish brig—saved vessel and	8	Fortuna, barque, of Gotherburg—assisted to save vessel	16	Maria Bousard, schooner, of Nantes—saved vessel and	7	Scott, barque, of Sunderland	10
Amazon, barque, of Gotherburg	16	Francois, brig, of Porthcawl	6	Maria Emilia, schooner, of St. Louis	4	Sevensmith of May, schooner, of Christiania	6
Annie Brooks, schooner, of Bideford	5	Francois Maria, brig, of Caen—saved vessel and	7	Mary, schooner, of Laxey	5	Skiff, of Wicklow—saved boat and	2
Ana Gerina, Dutch galliot	3	Gen, schooner, of Wexford	6	Mary Ann, schooner, of Bideford	6	Smeedrop, fishing smack, of Aberystwith—saved vessel and	2
Belle Isle, brig, of Boreham	3	Goory stad Louis, brig, of Rotterdam—remained by vessel	2	Mary Anne, schooner, of Plymouth	5	Spec, brigantine, of Plymouth	7
Catherine, schooner, of Amliwh	8	George IV., schooner, of Amliwh—saved boat and	2	Mary Ann Holman, barque, of Exeter—remained by vessel	1	Thomas and Sons, schooner, of Carnarvon—remained by vessel	1
Celine, schooner, of Gravesend	7	Gold Finder, schooner, of Belfast—rendered assistance	1	Milton Lockhart, barque, of North Shields	15	Torrance, brig, of Irvine	6
Dalhousie, schooner, of Stornoway	4	Hawk, schooner, of Chepstow—saved vessel and	4	Nicom, yacht, of Dalkey	4	Trifon, Prussian barque	1
David, Prussian schooner—saved vessel and	6	Hawton, brig, of Sunderland—assisted to save vessel and	9	Noorder, Norwegian barque	12	Untoon, brigantine, of Irvine	7
Dischuzze, barque, of Rotterdam—saved vessel and	10	James, schooner, of Arbroath	4	No. 4, schooner, of Arundel	3	Woodham, steamer, of Christiania	20
Dollar, schooner, of Detzsum	7	James, schooner, of Carnarvon	4	Otto, brig, of Moss, Norway	3	Wilson, schooner, of Whitehaven	5
Dried, screw steamer, of Sunderland	4	Levan, schooner, of Brixham—assisted to save vessel and	7	Peggy, sloop, of Carlisle	8	Yarrow, barque, of Amsterdam—assisted to save vessel and	14
Dunmull, ship	10	Levan, sloop, of Runcorn	2	Princess of Wales, barque, of Glasgow	16		
Edwin Bassett, barque, of Sunderland	2	Little Queen, fishing hooker, of Dunbar	6	Prosperity, sloop, of Portmadoc	3	Total lives saved by Life-boats, in 1873, in addition to 21 vessels	471
Emmanuel, lugger, of Nantes	6	Louis, screw steamer, of London	12	Quail, steamer, of Cork	7	During the same period the Institution granted rewards for saving lives by fishing and other boats	191
Ercle, brig, of Naples—saved vessel and	11	Lord Hanick, schooner, of Maldon—saved vessel and	6	Rambler, schooner, of Plymouth	2		
Express, schooner, of Barnstaple	3	Lord Redburn, schooner, of Banff	3	Rambler, schooner, of Wexford	3	Total of Lives saved in Twelve Months	668
Floate, barque, of Genoa	10	Louis, Danish barque—assisted to save vessel and	10	Richard and Emily, schooner, of Highbridge—assisted to save vessel and	4		
Flourie, brig, of Guernsey—assisted to save vessel and	8	Maria Nahlia, Russian schooner	9	Remembrance, brig, of Middleborough	6		
Fomest, barque, of Grestefeld—assisted to save vessel and	11			Sarah, schooner, of Strangford	4		
				Saraborg, barque, of Christiania—assisted to save vessel and	14		

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1873) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £20,780 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 38 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 23,630; for which Services 91 Gold Medals, 850 Silver Medals, and £42,380 in cash have been paid to Benefactors.

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

Donations and Annual Subscriptions are earnestly solicited, and will be thankfully received by the Bankers of the Institution, Messrs. WILLS, FRASER, and Co. 75 Lombard Street; by all the other Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Institution, 11 JOHN STREET, ADMIRALTY, London, W.C.—August, 1874.