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ROYAL COMMISSION ON UNSEAWORTHY SHIPS.

FINAL REPORT.

THE British public, or at least those members of it which have the welfare of their country and countrymen at heart, and more especially those who entertain a due sense of the vast importance of its Mercantile Marine, or who sympathise with the hardy and adventurous men who are, as it were, its life's blood, have for many years felt that there was much which was unsatisfactory in the condition and character of our merchant seamen. From time to time the great Merchant Shipping Act of 1854 had been amended, and in 1873 was passed a new Act, a commentary on which will be found in No. 91 of this Journal, which Act contained many important and beneficial modifications of, and additions to, the former ones.

Still the large number of ships and of lives periodically lost, contributed to maintain the impression in the public mind, that the lives of our seamen were not duly cared for, that the present system of marine insurance often made it even the interest of the shipowner to send unseaworthy ships to sea, and that more might yet be done by legislation for the protection of seamen's lives.

This general sense of uneasiness, of conscientious awakening, if we may use the term, was then fanned into a flame by the unceasing exertions of Mr. PLIMSOLL, M.P. for Derby, and a Royal Commission was appointed to inquire into the alleged

unseaworthiness of British registered ships.

That Commission presented its final Report before the late prorogation of Parliament, which Report we print *in extenso* in this number of the *Journal*, and on which we propose to offer a few remarks.

That the deliberate conclusions of the Commission, after having the advantage of examining a multitude of witnesses and access to official documents, should materially differ from those of Mr. PLIMSOLL is not to be wondered at. A great and admitted evil has awakened his enthusiasm, and very much to his credit, since his enthusiasm has not expended itself in mental aspirations and good wishes alone, but, at much labour and expenditure of time and money, it has produced positive results.

The Commissioners commence their Report with a definition of the term seaworthiness, and rightly observe "that it cannot be secured by any one precaution or set of precautions, but that it requires unceasing application of skill, care, and vigilance; and that a ship must be well designed, well constructed, well equipped, well stowed, or she is not seaworthy. And further, that she must be well manned and well navigated, or all precautions as to construction and stowage will be unavailing."

Overloading and Load Line.—The first cause of unseaworthiness considered in the Report is overloading.

On this head the evidence brought before them, as regards any rules by which the loading of vessels within safe limits could be regulated, appears to have been very conflicting, and the conclusions at which they arrive, briefly stated, are—

That the settlement of a load line should be mainly guided by the consideration of the reserve buoyancy; that is to say, of the proportion which the capacity of the watertight and solidly constructed part of the ship which is above water, bears to the capacity of the part immersed.

They qualify this statement, however, by saying, "that there is no general agreement as to a rule by which the requisite amount of reserve buoyancy could be determined, and it appears that except under definite circumstances it is not a determinable problem; that therefore discretion as to the proper loading of his ship must be left to the shipowner, or, under his directions, to the manager, on whom the responsibility rests for sending the ship to sea in a seaworthy condition, which responsibility it is inexpedient to diminish. We have, therefore, come to the conclusion, though not without regret, that we cannot prescribe any universal rule for the safe loading of all merchant ships." And again they state: "From all the evidence which we have collected on this subject, we are of opinion that an Act of Parliament enforcing any scale of freeboard would be mischievous."

They, however, "recommend that every merchant ship shall have marked on each of her sides, amidships, a vertical scale of feet downwards from the edge of her main deck; the zero point of the scale being at the lowest part of the upper side of the highest deck, that is, of the deck up to which the ship is completely strong and watertight. A note of this reading to be entered in the log-book, after the vessel has received her full load, immediately before her starting on her

voyage, and wherever practicable left with the officer of customs or with the British Consul, by whom it should be recorded."

Deck Loads.—Another frequent cause of the loss of ships, especially in the winter months, is the practice of carrying deck loads.

It appears that the Canadian Legislature has prohibited the carriage of deck loads in timber ships across the Atlantic from the 1st October to the 15th March, with, however, an exception in favour of deals. Also several mutual insurance clubs forbid such cargoes during the winter months; on which the Commissioners observe that "as these rules are prescribed by the shipowners themselves, it cannot be supposed that the timber trade would be injuriously affected by the law."

They observe that, "The opinion of some witnesses is, that all deck loads should be prohibited; bales of cotton being, it is said, frequently piled up on the deck, seriously interfering with the working of the ship, and increasing the dangers of navigation." Nevertheless, and although they consider "merchant ships would undoubtedly be safer if they were lightly laden, and carried no deck cargoes," they observe that "a merchant ship is a machine employed for earning freight, and we are of opinion that it would be unwise for the legislature absolutely to prohibit deck cargoes, except in the special case of the timber trade." They "recommend, however, that whenever a deck cargo is carried, the quantity and character of such cargo should be stated in the log, and a copy of such statement left at the Custom House; the shipowner, in case of non-compliance with the provision, if in fault, or the master, to be liable to penalties."

The Commissioners appear to attach great value to the entry in the ship's log, and to the reports lodged with British Consuls abroad, and at the Custom House at home, of the amount of deck cargo carried, and of the ship's freeboard, as

shown by the scale of feet marked on her side. We admit that such records would act as deterrents to grossly dangerous overloading, as, in the event of disaster and loss of life, the same could be appealed to as evidence of culpable and deliberate indifference to the safety of the crew of the ship; we cannot, however, accept as a logical deduction that because "a merchant ship is a machine employed for earning freight," the legislature should not afford every reasonable protection to the lives of her crew, who form a very important part of the machine. Freight is simply profit on capital. In like manner a manufactory of gunpowder and a menagerie of wild beasts are machines for earning profit on capital; yet no one would be so absurd as to release the proprietor of the one from the obligation to take every possible precaution against explosion, or of the other against the escape of his lions and tigers amongst a helpless crowd.

Grain Cargoes.—Cargoes of grain of all kinds, when stowed in bulk, are especially dangerous, because they are liable to shift. Although loaded to the hatchways, and close up to the beams of the deck in every part, the grain, from the motion of a vessel at sea, will always settle down and occupy less space. When thus reduced in bulk, and the hold of the vessel not completely filled, a heavy lurch of the vessel may throw it over on one side, and cause her to heel to that side, and finally to be thrown on her beam ends. To ensure safety, it is indispensable that the hold should be divided into numerous compartments, or that a series of detached boards, termed shifting boards, should be properly placed, and that the cargo should be carefully stowed under the immediate superintendence of a person experienced in the stowage of grain cargoes.

On this head the Report says:—"Grain cargoes are attended with danger to life, and require exceptional care. The rapid mode lately adopted for loading the grain ships adds to the danger. There are,

however, well-known precautions tending to diminish this danger, but the application of these will be best left to the responsibility of the shipowner and to the practical knowledge of the captain."

Unfortunately, the majority of captains of merchant vessels have had no experience in the stowage of grain cargoes in bulk; and therefore, when their vessels are, perhaps for the first time, freighted to carry one, they are without practical knowledge in that respect. And again, as regards the responsibility of the ship-owners, it is only too notorious that their responsibility in the past has not sufficed to prevent the deliberate and disgraceful consignment to destruction of a vast amount of valuable property and an untold number of human lives. Whilst, however, we are not sanguine enough, judging from past experience, to expect there will be no unprincipled shipowners in the future, yet let us hope that their increased liability under the Merchant Shipping Act of 1873, and the stronger light of publicity brought to bear on their heartless conduct, will tend very largely to reduce the number of fatal disasters to ships and their crews.

Survey of British Merchant Ships.—The next branch of the subject reported on by the Commission is that of governmental survey, the importance of which has been insisted on by Mr. PLIMSOLL and others. At the commencement, after stating that "they had taken further evidence as to the practicability of instituting a survey of all British merchant ships," they pronounce against the proposition.

They say, "The policy of instituting a Government survey for the purpose of securing the seaworthiness of ships is more than questionable. It would tend to remove responsibility from those persons on whom it should rest, and would render the Government nominally responsible for the form, the materials, and the whole construction of our merchant ships."

For the reasons, in full, which are given as bringing them to that conclusion,

we must refer to the Report itself, but the dominant idea is the fear that all responsibility would be transferred from the shipowner to the Government. After referring to the present official survey of emigrant and passenger ships, they state: "We even consider it to be a question worthy of serious consideration, whether, in the case of passenger ships, the certificate of the BOARD OF TRADE, so far as regards specific approval, should not be expressly confined to the number of passengers to be allowed, and to the accommodation for their health, comfort, and general security; all questions of seaworthiness of hull, machinery, and equipment being left to the owners, subject only to a general power of interference in case of a danger sufficiently apparent to justify special intervention."

After some remarks on the registry and classification of ships, they then observe: "In our former Report we alluded to a law which Parliament had recently enacted. The Merchant Shipping Act of 1873 (36 & 37 Vict., c. 85), made an important alteration of the laws into which we were appointed to inquire. The BOARD OF TRADE are, by this Act, empowered, at their discretion, to detain any British vessel which they have reason to believe is, by reason of the defective condition of her hull, equipment, or machinery, or by reason of overloading or improper loading, unfit to proceed to sea without serious danger to human life. Power is also given to the BOARD OF TRADE to detain a ship for the purpose of survey, to impose conditions as to the repair of a ship, and to enforce alterations in the loading of a ship.

"The officers of the BOARD OF TRADE state, that no extension of these stringent and arbitrary powers is necessary or desirable in order to prevent unseaworthy ships leaving any port of the United Kingdom.

"The officers of that Board, who are entrusted with the execution of the Act, admit that it is of a new and tentative character. They express a hope that

the detention of vessels notoriously overladen, or otherwise unseaworthy, will gradually compel negligent shipowners to be more attentive, or to abandon the trade; worthless vessels will be broken up, and the eventual weeding-out of such ships will not only add to the safety of a seafaring life, but will be a benefit to the careful shipowner, who will find his business increase, while the premiums to be paid on insurance will be reduced."

To the above hope we heartily say, Amen. At all events, let the practical value of the provisions for safety of life in the Act of 1873 be tested by experience. During the first nine months of its coming into operation, we are told that 286 ships were surveyed under the above-quoted clause, and of that number no less than 256 were found to be unseaworthy; 234 from defects in the ship or equipments, and 22 from being overladen.

Such a result speaks volumes, both for the necessity of such conditional power of governmental survey and interference, and for the effectual benefit arising from it.

Let it then be fairly tried for a sufficient period; and should further powers of interference be still found to be necessary to defeat the cupidity and heartlessness of the unfeeling men, who form a very small minority of British shipowners, and who are a disgrace to their class and their country, let Parliament be then again invited to still further legislate on the subject.

We are not advocates for hasty legislation; Britain's liberties and Britain's power were not established by hasty legislation. She has trodden the path of progress slowly, step by step, yet finds herself to-day in advance of contemporaneous nations who have started in the race with grander aspirations and far more magnificent theories than herself.

ROYAL COMMISSION ON UNSEAWORTHY SHIPS.

The following is the full text of the final report of the Unseaworthy Ships Commission, on which we have made some comments in this and our preceding numbers.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

We, your Majesty's Commissioners appointed to inquire into the alleged unseaworthiness of British registered ships, humbly beg leave to present to your Majesty the following Report on the several matters referred to us:—Much misconception appears to exist as to what is meant by seaworthiness. We think it, therefore, necessary, before offering any recommendation with a view to the preservation of human life at sea, that we should preface our observations with a few words on this subject. The safety of a ship at sea cannot be secured by any one precaution, or set of precautions, but requires the unceasing application of skill, care, and vigilance from her first design to her unloading at the port of destination. She must be well designed, well constructed, well equipped, well stowed, or she is not seaworthy. She must be also well manned and well navigated, otherwise all precautions as to her construction and as to her stowage will be unavailing. These remarks are obvious enough when stated, but there is abundant proof that while public attention has been eagerly directed to some of the above precautions, other sources of danger have been altogether unnoticed. A summary of Official Inquiries into wrecks and casualties, excluding collisions, shows that from the year 1856 to 1872 inclusive, a period of 17 years, while 60 ships were known to have been lost from defects in the vessel or in the stowage, 711 ships were lost from neglect or bad navigation. Without placing too much reliance on this tabular statement, which, especially in the earlier years, may be imperfect, we shall be justified in ascribing a large portion of the casualties at sea to preventable causes other than the faulty construction, the insufficient repair, and overloading of ships. We have endeavoured to obtain more complete statistics on this subject, in order to ascertain how far the loss of life at sea is to be ascribed to the several matters into which we have been commanded to inquire. We have been furnished by the Committee of Lloyd's and the Registrar-General of Seamen with elaborate statistics relating to casualties and loss of life at sea; but as these statistics were only produced at our last meeting, we have been unable to examine them sufficiently to test their accuracy or to form any definite conclusions upon them.

OVERLOADING AND LOAD-LINE.

In our former Report, which was a summary of the evidence collected during last year, we stated that we had, in obedience to your Majesty's commands, taken much evidence on the subject of overloading, but that we were unable to recommend any enactment for establishing a fixed load-line founded on the proportion of freeboard to the depth of the hold of the vessel. The additional evidence which we have received confirms us in that opinion. At the same time we reserved for future consideration the question, whether any other scale of measurement could be either enforced by law, or adopted as a guide for the safe loading of Merchant ships. The information which we have obtained leads us to the conclusion, that

the settlement of a load-line should be mainly guided by the consideration of the reserve buoyancy, that is to say, of the proportion which the capacity of the watertight and solidly-constructed part of the ship which is above water bears to the capacity of the part immersed. Mr. Martell, Chief Surveyor to Lloyd's Registry, after obtaining information from many Shipowners, and having consulted with some of Lloyd's Surveyors, submitted to us a scheme, not indeed for a compulsory load-line, to which he objected, but for a mode of judging the depth to which a Merchant ship might be safely laden. Witnesses who have examined this scheme say that if such a test were applied and enforced ships which have hitherto made their voyages in perfect safety could no longer be profitably employed. We referred in our former Report to a scheme which Mr. Rundell, Secretary to the Liverpool Registry, submitted to us for indicating the proper freeboard of first-class vessels. Coasting vessels and many other ships must, he said, be altogether exempted from this scale, and a large discretion must be allowed to the Government Surveyor in applying such a rule of freeboard. Another scheme, founded on the same principle, but allowing a wider margin for different seasons of the year, has been brought to our notice. This mode of marking a Merchant ship was intended to indicate the greatest amount of cargo which the ship might safely carry, when all the circumstances—that is, the season of the year, the length of the voyage, and the nature of the cargo—were favourable. These circumstances must continually vary, and under a Charter this mode of marking would have a dangerous tendency of inducing the Charterer to insist on the vessel being laden up to the line of deepest immersion, and thus imperiling the safety of the ship. Any rule of freeboard founded on surplus buoyancy gives to a vessel of light scantling an advantage over a stronger vessel. Thus the inferior ship would by law be allowed to carry the heavier cargo. Such an enactment would not contribute to the safety of life at sea. From all the evidence which we have collected on this subject, we are of opinion that an Act of Parliament enforcing any scale of freeboard would be mischievous. The rough rule of three inches of freeboard to every foot of hold is easily applied, and may be practically convenient, but in our former Report we pointed out the objections to fixing by law such a scale for regulating the loading of all vessels. Some witnesses suggest that there should be an elasticity in the law, which should be left to the discretion of the Surveyor. The existence of such opinions shows the inexpediency of legislating either to secure freeboard in proportion to the depth of hold, or to provide some fixed percentage of spare buoyancy in every vessel. There is no general agreement as to a rule by which the requisite amount of reserve buoyancy could be determined, and it appears that except under definite circumstances it is not a determinable problem. The proper load-line in each particular case depends not only upon the principal dimensions of the ship, but also upon her form and structural strength, the nature of her cargo, the voyage, and the season of the year. Discretion as to the proper loading of his ship must be left to the Shipowner, or, under his directions, to the manager, on whom the responsibility rests for sending the ship to sea in a seaworthy condition, which responsibility it is inexpedient to diminish. We have, therefore, come to the conclusion, though not without regret, that we cannot prescribe any universal rule for the safe loading of all Merchant ships. In a subsequent part of our Report we shall offer some suggestions for rendering the responsibility of the Shipowner more complete, but, as regards freeboard, we would now

recommend that every merchant ship should have marked upon each of her sides, amidships, a vertical scale of feet downwards from the edge of her main deck. To explain our view more precisely, the zero point of the scale should be at the lowest part of the upper side of the highest deck, that is, of the deck up to which the ship is completely strong and watertight. A note of this reading should be entered in the log-book, after the vessel has received her full load, immediately before the time of her starting on her voyage, and should, wherever practicable, be left with the Officer of Customs or with the British Consul, by whom it should be recorded. Since the appointment of this Commission the Canadian Legislature has prohibited the carriage of deckloads in timber ships across the Atlantic from the 1st October to the 16th March, with an important exception, however, in favour of deals. This exception was reluctantly made as a concession to certain Shipowners, and materially diminishes the value of the enactment. The evidence of Mr. Fry, President of the Dominion Chamber of Commerce, proves the danger arising from deckloads during the winter months; and although the efficacy of the law depends on its enforcement at the port of departure, yet a similar enactment by the British Parliament would sanction the views of the Canadian Legislature, and might induce other timber-exporting countries to consider favourably the propriety of such legislation. The rules of several Mutual Insurance Clubs forbid such cargoes during the winter months, and as these rules are prescribed by the Shipowners themselves, it cannot be supposed that the timber trade would be injuriously affected by the law. The opinion of some witnesses is that all deckloads should be prohibited. Bales of cotton, it is said, are frequently piled up on the deck, seriously interfering with the working of the ship, and increasing the dangers of Navigation. Merchant ships would, undoubtedly, be safer if they were lightly laden and carried no deck cargoes; but a Merchant ship is a machine employed for earning freight, and we are of opinion that it would be unwise for the Legislature absolutely to prohibit deck cargoes, except in the special case of the timber trade. We recommend, however, that whenever a deck cargo is carried, the quantity and character of such cargo should be stated in the log, and a copy of such statement left at the Custom-house. In case of non-compliance with this provision, the Shipowner; if he be in fault, or the Master, should be liable to penalties. Grain cargoes are attended with danger to life, and require exceptional care. The rapid mode lately adopted for loading the grain ships adds to the danger. There are, however, well-known precautions tending to diminish this danger, but the application of these will be best left to the responsibility of the Shipowner, and to the practical knowledge of the Captain. The powers granted to Naval Courts by the Acts of 1854 and of 1871 provide an imperfect remedy for these evils, but there are serious objections to conferring on Courts abroad the extensive powers which the Board of Trade possess in the United Kingdom, powers which it requires great judgment and the utmost caution even on the part of the Board of Trade to exercise without injury to the Shipowner and serious prejudice to Commercial interests.

SURVEY OF BRITISH MERCHANT SHIPS.

We have taken further evidence as to the practicability of instituting a survey of all British Merchant ships. The policy of instituting a Government survey for the purpose of securing the seaworthiness of ships is more than questionable. It would tend to remove responsibility from those

persons on whom it should rest, and would render the Government nominally responsible for the form, the materials, and the whole construction of our Merchant ships. With the view of providing for the greater safety of life at sea, it has been suggested that the Board of Trade should superintend the construction, the periodical inspection, the repair, and the loading of all British Merchant ships. There is now an official survey of emigrant and passenger ships, and it has been proposed that a similar survey should be extended to all Merchant ships. The system pursued in reference to passenger and emigrant ships is chiefly valuable for securing arrangements conducive to the health and accommodation of the passengers. The Surveyor under the Board of Trade inquires into a variety of details in regard to the ship and her equipments, and, being familiar with the requirements needed, his suggestions are advantageous: but when he interferes with the steam-engines, boilers, and safety valves, he hampers the Shipowner, and increases the cost of Navigation, while he takes upon the Government an undue responsibility. We even consider it to be a question worthy of serious consideration, whether, in the case of passenger ships, the certificate of the Board of Trade, so far as regards specific approval, should not be expressly confined to the number of passengers to be allowed, and to the accommodation for their health, comfort, and general security; all questions of seaworthiness of hull, machinery, and equipment being left to the Owners, subject only to a general power of interference in case of a danger sufficiently apparent to justify special intervention. This alteration would take away many grounds of complaint against the interference of the Government and of the Surveyors of the Board of Trade, who are now not unfrequently accused of enforcing upon Shipowners and Marine Engineers special views of their own, which are not always in accordance with the best judgment of the professions. If a similar survey were applied to all British ships, the number of Surveyors requisite to inspect all new ships, and all ships under repair, and the number of dry docks necessary in the ports of the United Kingdom, would present serious difficulties to the satisfactory fulfilment of the law; but, what is worse, the mischievous consequences to the future progress of Shipbuilding would, we believe, be actually calamitous. Ships would be built and repaired so as to pass the examination of the Official Surveyor, and any additional outlay beyond what was indispensable to secure a certificate would be rejected as useless. Under the present enactments Shipowners justly complain that their business is seriously inconvenienced, and that foreign ships are already gaining the trade which the British Shipowner has been compelled to relinquish. The official survey of Merchant ships has been adopted in France, in Belgium, and in Italy, but the inspection is said to have been superficial: it was disregarded by Underwriters, and, according to the statement of Monsieur C. Bal, the Director of the Bureau Veritas, it has now become a mere formality. In our former Report we referred to a suggestion that the Government should adopt the machinery of Lloyd's Registry for the survey and classification of British Merchant ships, or that the Registries of Lloyd's and of the Liverpool Association should be in some way amalgamated and be legalised as a Government system. The classification of ships opens another question, which, although important to the Mercantile community, has no direct reference to the safety of life at sea. The Government is not concerned, as these Registries are, to ascertain whether a ship is fit for the conveyance of dry and perishable goods, but merely whether the ship is seaworthy. A Government certificate would, therefore, include a

lower grade of ship than would be admitted, at least in the higher classes of these Registries. Such a system, by including under one certificate the inferior as well as the best vessels, would discourage improvements in shipbuilding. Some of the companies do not class their steamships in any Register, although these vessels are of acknowledged efficiency. Doubts have been suggested whether the rules laid down by either of these Registries are sufficient to secure the requisite structural strength in very long iron ships. It is admitted, that, for this class of vessel, the rules both of Lloyd's and of the Liverpool Registry have been recently under revision, with the view of providing additional strength. Voluntary associations may modify their rules as experience may guide them, and Shipowners can withdraw their ships from the Register, or adopt the new requirements. If, however, a public department, having imposed compulsory rules, were suddenly to change them, great inconvenience would ensue to the whole Mercantile Community. On the other hand, if the Government or any authorised body could say, this or that mode of construction is legally sufficient, and shall receive our certificate, the Shipowner, on compliance with the law, would be relieved from all further care in this respect, and would seek nothing beyond its requirement. Some witnesses state that disadvantages have arisen from the rivalry and competition between Lloyd's and the Liverpool Registers. Both these Societies, however, direct the attention of Shipowners to faults in construction and to insufficiency of repair; both have, therefore, contributed to the greater efficiency of Merchant ships. We are of opinion that it would be equally inexpedient to attempt to supersede these Societies by a public department, or to amalgamate them with the view of investing the combined body with legal powers. While considering this subject, our attention has been directed to the limited system of survey which is now in operation. In our former Report we alluded to a law which Parliament had recently enacted. The Merchant Shipping Act of 1873 (36 & 37 Vict. c. 85) made an important alteration of the laws into which we were appointed to inquire. The Board of Trade are by this Act empowered, at their discretion, to detain any British vessel "which they have reason to believe is by reason of the defective condition of her hull, equipment, or machinery, or by reason of overloading or improper loading, unfit to proceed to sea without serious danger to human life." Power is also given to the Board of Trade to detain a ship for the purpose of survey, to impose conditions as to the repair of a ship, and to enforce alterations in the loading of a ship. The officers of the Board of Trade state that no extension of these stringent and arbitrary powers is necessary or desirable in order to prevent unseaworthy ships leaving any port in the United Kingdom. The various instructions issued by the Board of Trade for the guidance of their Surveyors, with the orders and forms annexed, will be found in the Appendix to this Report. During the first nine months that this Act was in operation 286 ships were surveyed; and of these 256 were found to be unseaworthy; 234 from defects in the ship or equipments, and 22 from being overladen. The officers of the Board of Trade state that in the exercise of the new power intrusted to them the greatest difficulty arises in deciding as to overladen ships. They have allowed vessels to leave the port more deeply laden than would have been permitted under any rule of freeboard, and vessels so laden have continued to make their voyages in safety. Such a discretionary exercise of power is not free from objections; and although witnesses testify to the

care and caution which the chief officers of the Department endeavour to impress on their Surveyors, yet Shipowners feel aggrieved, and say that they would rather be governed by some definite law, or if that be not practicable, then that there should be some ready means of appeal to a competent authority. We have already expressed our opinion that a definite rule of freeboard for all Merchant ships is at present unattainable. The power given to the Board of Trade of detaining a Merchant ship is already qualified by a provision for an appeal (Section 14) to any Court in England having Admiralty jurisdiction, and in Scotland to the Court of the Sheriff. The delay, anxiety, and expense of proceeding against a public department are, however, such serious hindrances to the business of the Shipowner, that in most instances he would rather submit to injustice than resort to such a remedy. Ships have been detained which have been afterwards acknowledged to be seaworthy; but the Shipowners then find themselves involved in another dispute as to the amount of compensation for such detention. Here, again, a Shipowner is placed at great disadvantage in contending with a public department, which naturally strives to reduce the cost of its administrative errors. We are of opinion that an immediate appeal, such as is desired by the Shipowners, should be given, and that it might be obtained by investing the Shipping Master or Collector of Customs with the power of summoning, on the application of the Master of the detained vessel, two or more competent Shipmasters, to constitute a Court whose decision should be final. The Shipowners complain that the Merchant Shipping Act of 1873 was passed in the month of August of that year, without the examination and full discussion which it would have received at an earlier period of the Session. The officers of the Board of Trade, who are intrusted with the execution of the Act, admit that it is of a new and tentative character. They express a hope that the detention of vessels notoriously overladen or otherwise unseaworthy will gradually compel negligent Shipowners to be more attentive, or to abandon the trade; worthless vessels will be broken up, and the eventual weeding out of such ships will not only add to the safety of a seafaring life, but will be a benefit to the careful Shipowner, who will find his business increase, while the premiums to be paid on insurance will be reduced. The Act of 1873 has, however, been in operation for so short a time that it is difficult to pronounce any certain opinion as to its probable effect upon our Mercantile Marine.

REMEDIAL LEGISLATION.

Parliament has during many years been engaged in attempting to regulate minute details connected with Shipping. Shipowners reasonably complain that they have been harassed in their business by well-intended but ill-contrived legislation, and that this legislation is enforced by a Department imperfectly acquainted with the science of Shipbuilding and with the interests of our Commercial Marine. The officers of the Board of Trade admit that many enactments, designed to secure safety of life at sea, have been mischievous, and should be modified or repealed. The amount of legislation, and the multiplicity of details connected with Shipping, which are now regulated by law, have not been altogether successful, and it seems that the results aimed at are hardly attainable by Acts of Parliament. The obligation to carry boats in proportion to tonnage was regulated by the Merchant Shipping Act of 1854, but the law was found to be impracticable, and was not enforced. By the Act of 1873 the Board of Trade have taken a

discretionary power in this matter. The Surveyors, however, sometimes differ in their views, and the number of boats sanctioned at one port afterwards disallowed at another, occasioning thereby expense to the Owner and obstruction to trade. It would appear reasonable that the number and size of the boats should be in proportion to the number of persons on board, and that a vessel should not be forced to carry boats which could not be manned. A complaint is also made against requirement as to lights. The ships' lights are most important for the avoidance of collisions; but Shipowners complain that lights approved by one Surveyor are disapproved by another. The Board of Trade have not as yet prescribed any satisfactory standard of efficiency, but tell the Shipowners that they must obey the Statute. No coloured lamps have, until recently, been found on trial equal to the requirements of the Statute, and meanwhile the Shipowner is subject to the capricious decisions of Surveyors. *Watertight bulkheads* are, undoubtedly, a security against a ship foundering at sea, and a law prescribing two bulkheads as a minimum was enacted by Parliament; but the effect of this enactment was to increase the risk, and to give a false notion of security. Although, therefore, we attach great value to watertight bulkheads, we see great practical difficulty in legislation upon this subject. Sea-cocks have probably, it is said, occasioned the foundering of some vessels. The position of the sea-cocks and the arrangements for controlling them from the upper deck in case of leakage have been brought to our notice. The suggestions offered on this subject deserve the serious attention of Shipowners, but these are not matters which legislation can beneficially control. Double bottoms for water ballast are attended with danger, because when the cargo is taken on board these spaces are emptied of water, and this may tend to capsize the ship. There are, however, many cases where the double bottom affords additional security. Any legislation on this matter would therefore be inexpedient. It is probable that some missing steamers may have been lost from the hatchways necessary for the ventilation of the engine-room and the stoke-hole being insufficiently guarded against the admission of water in heavy weather. In our former Report we stated that the law intended to secure the efficiency of chain cables had not been successful. The bad effects of a law requiring a mere tensile strain by hydraulic pressure were in some degree modified by an alteration of the system of testing the cables, and the application of the breaking test. The Board of Trade now recommend that the compulsory clauses of the Act should be repealed, and that the testing should be voluntary. As this subject is now under the consideration of the House of Commons we have not thought it necessary to take further evidence upon it. The increased employment of iron ships, and the more frequent conveyance of iron in ships, render the adjustment of the compasses, and an acquaintance with the errors of the compass, essential to the safety of Merchant ships. The Board of Trade instituted in July 1870 a system of voluntary examination on this subject, accompanied by certificates, with a view to extend a knowledge of the errors and deviations of the compass among the Officers of the Mercantile Marine. It is desirable that Adjusters of compasses should be required to pass an examination before they are entitled to certify that compasses have been properly adjusted. The legislation as to safety valves should, it is said, be materially altered. Shipowners state that the practice of the Board of Trade in reference to the boilers of passenger steamers is vexatious and inconsistent. Restrictions are imposed which unnecessarily limit the power of the engines and the speed of steam-

vessels. This limitation interferes seriously with the economical working of the vessel. The evidence upon all these matters evinces the inexpediency of incessant interference in details connected with Shipping. The Board of Trade have now large discretionary powers, and the judicious exercise of those powers will check negligent Shipowners without harassing the whole Mercantile community. We believe that much legislation upon matters of detail might be advantageously dispensed with. We are of opinion that the present system of compulsory Pilotage is not conducive to the security of life or property at sea, and from the evidence we have taken, we believe it would be, upon the whole, advantageous to get rid of it. We do not consider that it falls within the scope of our Commission to go beyond this statement, or to discuss its bearing upon individual or corporate interests or privileges. But we think that all systems which tend to remove responsibility from Shipowners and their paid servants are against the true principles of public policy, and we consider that compulsory Pilotage is one of these systems.

INQUIRIES BY THE BOARD OF TRADE.

In our former Report we referred to the importance of instituting a better system of inquiry into losses and casualties at sea, as affording the best means of discovering the cause of loss, and thereby contributing to the greater safety of navigation. We have taken further evidence upon this subject, and we will now briefly advert to the imperfections of the present system, and to the amendments which have been suggested. The Officers of the Board of Trade, the Solicitors of the Customs, who act for the Board of Trade in these inquiries, and the Shipowners, have all stated serious objections to the present mode of conducting these Inquiries. The Tribunal does not command general confidence, the mode of procedure is said to be dilatory and expensive, the power of the Court is ill defined, and in some cases cannot be enforced. The present mode of conducting these Inquiries assumes the shape of a criminal proceeding against the Captain, rather than a careful investigation into the cause of the disaster. The chief point at issue seems to be whether the Captain is to be acquitted or punished; and inasmuch as he is on his trial, he may, if he pleases, volunteer a statement, but cannot be examined. The Court, again, has no power over the Shipowner; he may be culpable, but he is altogether beyond the jurisdiction of the Court. It is a matter of public interest, with a view to the preservation of human life, that these Inquiries should be conducted in such a manner as may best disclose the circumstances to which every disaster at sea should be ascribed. We attach, therefore, great importance to instituting such a searching and impartial inquiry as may elicit the facts of the case, and may show whether the casualty is owing to the faulty construction of the vessel, to bad stowage, to circumstances connected with the navigation, to the incompetency of Officers, or to the neglect or misconduct of the Crew. The first proceeding in these Inquiries is the taking of a deposition under the powers of the Merchant Shipping Act of 1854. The Receiver of Wrecks, who is usually an Officer of the Customs, or, in his absence, any Justice of the Peace, is empowered to examine upon oath any person as to matters connected with the loss, abandonment, or material injury of any vessel. In practice the Receiver of Wrecks always takes these depositions. By a Circular of 1869 the Board of Trade issued new instructions as to the matters to be inquired into, and the mode of taking the depositions. The Solicitors of the Customs recommend that the preliminary inquiry should be limited to a

few important points, such as would enable the Board of Trade to decide upon the expediency of ordering a further investigation. If the Board consider such an investigation desirable, they should lose no time in at once ordering the witnesses to be detained. Under the present system there is much time lost before the Board of Trade decide whether or not there shall be a further inquiry. In some instances there is a delay of weeks or months; meanwhile the Master may have gone away on another voyage, and the Crew may be abroad or dispersed through the country. It then becomes necessary to collect the witnesses wherever they can be found, and to await the return of the Master. In former years the Official Inquiries were few in number. Mr. Hamel states that before the year 1872 they did not exceed on the average 37 per annum. In the year ending December 1872 there were 50 Inquiries. In the year 1873 there were 195 Inquiries, of which, however, 34 were abandoned. It is admitted that a legal adviser at the Board of Trade would easily perceive whether a case was such as demanded an inquiry. Thus expense and delay would be avoided. When an inquiry has been resolved upon, the object should be to ascertain the cause of the casualty. The constitution of the Court should, it is said, be altered, and the practice made uniform. As to the Court, Mr. O'Dowd suggests that the kingdom should be divided into districts, and a competent barrister appointed as a judge for each district. The judge would require one, or, perhaps, two Nautical Assessors to assist him in the inquiry. They should be men whose skill and character would inspire general confidence. Mr. Farrer considers the creation of these new courts unnecessary, and suggests another mode of meeting the difficulty. Founding our opinion on the evidence which we have obtained, we recommend that the preliminary inquiry by the Receiver of Wrecks should be limited to such a narrative statement as would enable the Board of Trade, with the aid of their legal adviser, to decide upon the propriety of an Official Inquiry. If such an inquiry is deemed advisable with the view of ascertaining the cause of the disaster, and thereby guarding against future casualties, we recommend that there should be a complete severance between this inquiry and any proceedings of a penal character; it should be a mere inquest into the cause of the loss or casualty. The result should be reported to the Board of Trade, and the Board should have the power to prosecute the Shipowner, or to proceed criminally against the Master, Mate, or any member of the Crew whose neglect of duty may have occasioned the disaster. We think that the 11th section of the Merchant Shipping Act, 1871, should be amended, and be made expressly to extend to the Master of the vessel; for it is very important to avoid any doubt that the Master who, without justifiable excuse, leaves port with his vessel in an unseaworthy condition, renders himself amenable to the criminal law. On comparing the accidents occurring at sea with those taking place on land, and especially on railways, we are struck by the fact that, whereas in the latter cases it is usual to prosecute those servants whose negligence has occasioned loss of life, there is scarcely a single instance of a prosecution of a Master or Mate, or a man on the look-out or at the helm of a vessel, although the cases have undoubtedly been numerous in which vessels have been lost either by the negligence of the master or crew. We think that enactments relating to the punishment of the master or crew whose negligence has occasioned loss of life or property should be framed of a more definite and stringent character than those now in existence. We are of opinion that the present system, under which the certificate of a Master or

other officer is suspended, very frequently only for an error of judgment, should be entirely discontinued, and that neither the Court of Inquiry nor the Board of Trade should have the power of dealing with the certificate. We think that the certificate of the officer should never be suspended, but that, in cases to be provided for by express enactment, the tribunal before which the officer is tried should have the power of cancelling either all his certificates, or, at its discretion, his higher certificates, leaving him in these cases the power of finding employment in a lower grade. The constitution of the Court of Inquiry must rest with the executive Government. The evidence of Mr. O'Dowd, of Mr. Hamel, and of Mr. Farrer indicates the nature of the change required, in order to secure a tribunal commanding public confidence. We attach great importance to these Inquiries, as affording the best means of ascertaining on whom the culpability rests for losses at sea, and we believe that such Inquiries, followed by the proceedings which we have suggested, would be more conducive to the safety of life at sea, than many of the complex and minute regulations which Parliament has heretofore enacted.

UNDER-MANNING.

In connection with the subject of under-manning we have taken further evidence as to the present condition of our Merchant Seamen. The growth of trade, and the consequent additional opportunities for employment on shore, as well as at sea, have increased the difficulty of obtaining Able Seamen. The wages of Seamen have risen largely within the last few years, but yet Shipowners complain that they are often compelled to take such men as present themselves, of whom many prove to be incompetent to discharge properly the duties of Seamen. The ignorance and incapacity of these men throw additional work on the good Seamen, cause dissatisfaction in the ship, and enhance the dangers of navigation. It is admitted that the Coasting Trade, and some of the great lines of steamers, attract the steadiest and best Seamen. Voyages in which men are not long absent from home, and where vessels return periodically to the same port, are naturally preferred. The wages, the accommodation, and the food are generally better in the large steamers. The general tendency of the evidence, however, leads to the conclusion that there is a deficiency of British Able Seamen; Captains of Merchant ships could not, it is said, man their vessels without Swedes, Norwegians, and Lascars. The rating of Able Seamen is often given without sufficient consideration by the Masters of Merchant ships. The British Seamen at the present time are not, it is said, wanting in elementary education. It is a rare exception when they cannot write; but nevertheless the men do not always seem to have received the benefits which are commonly supposed to belong to education in early life. They are often deficient in thrift, in sobriety, in discipline, and in that self-control which education is intended to promote. Parliament has endeavoured, by various enactments, to ameliorate the condition and improve the character of Merchant Seamen. The examination of Masters and Mates, the regulation of space for Crews, the insertion of the scale of food in the articles, the means of remitting wages, the Allotment Note, the establishment of Seamen's Saving Banks, and various other important measures, indicate the earnest wish of the Legislature to secure the welfare of the Sailor.

SHIPPING-OFFICES, AND DISCIPLINE.

Shipping-offices were originally established at Liverpool by the Shipowners, in order to abolish crimping. These offices were encouraged by the

Board of Trade with the same view. In the large ports they are managed by the Local Marine Board, a body partly elected by the Shipowners, and partly selected by the Board of Trade. Some Shipowners now state that the system does not work well, and that it would be better if they were allowed to engage Seamen as other employers engage their workmen, without the presence of the officer called the Shipping Master. This arrangement was, however, made for the protection of the Seamen, in order that they might be acquainted with the articles to be signed by them, with their pay, the duration of the voyage, and other details. The practices by which Sailors were obtained before the establishment of Shipping-offices were corrupt and degrading, and it appears from the evidence that if the Captain of a Merchant ship will take trouble in seeking out eligible men, he can arrange to meet them at the Shipping-office, or even engage them on board under a special application. We do not, therefore, recommend the abolition of Shipping-offices; but it must be remembered that these offices were not intended to relieve Captains from the trouble of seeking out men fitted for service at sea. The anxiety of Parliament to protect the Seaman, to treat him as incompetent to take care of himself and as requiring the special interference of the Legislature, has exercised 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. The rule that any act of misconduct on the part of a Seaman, if entered in the log, must be immediately read to the offender, is a contrivance so ill calculated to promote good behaviour, that Captains leave the offence unnoticed rather than resort to such proceeding. We are of opinion that this rule should be modified. 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. When a Merchant ship leaves the port, the lives of the passengers and Crew, as well as the safety of the ship, are intrusted to the skill and judgment of the Master. It is essential, therefore, that the authority of the Master should be upheld, and any interference tending to impair his authority and to lower his position adds seriously to the dangers of navigation. The evidence which we have taken shows that the Masters of ships have no longer the control over the Crew which is necessary, and was formerly usual. It is certainly not to be regretted that the independence of Seamen (which we attribute chiefly to the increased demand for their services) has rendered tyranny and cruelty both difficult and unprofitable. But there is reason to doubt whether the change has not been such as practically to deprive the Master of the control necessary to the security of his own vessel and to that of other vessels which he may chance to meet. There appears, practically, to be very little power of punishing the Sailor for anything but mutinous conduct. The consequence of this is, that he can be guilty, with virtual impunity, of many gross derelictions of duty, some of which tend directly to the loss of property and of life. We are informed that it is impracticable to punish a Sailor for such a gross breach of trust as neglecting to keep a look-out, except by some extreme process, such as charging him with manslaughter after loss of life. Such offences as drunkenness on duty, neglect to place a look-out or to relieve it, sleeping on the look-out, neglect of machinery, disobedience and insubordination, appear to us to require more direct penalties, and a less cumbersome remedy, than that of being treated as mutiny, or of being only punished when they have produced fatal results.

COMPULSORY APPRENTICESHIP.

With a view to remedy the existing deficiency of Able Seamen, several witnesses recommend the adoption of compulsory apprenticeship. A system of compulsory apprenticeship was established in the year 1844, but was abolished in 1849, on the repeal of the Navigation Laws. Some Shipowners subsequently desired to restore the system, but the measure was successfully opposed by others who were interested in steamships. The increased employment of steamers has diminished the opportunities for training Sailors, and although steam vessels engaged in the Coasting Trade and in short voyages attract many of the best men, they train up few for the service. Different schemes have been suggested to supply this acknowledged evil. Firstly, compulsory apprenticeship; secondly, training ships; thirdly, a combination of both schemes. This last plan may be understood from the following outline:—It is proposed that every vessel above 100 tons register, whether propelled by sail or steam, should be required to carry Apprentices in proportion to her tonnage (the number to be fixed hereafter), or to pay a small contribution annually (such as 6d. per ton register), this sum to be applied towards the maintenance of training ships in all the principal ports of the United Kingdom. The Apprentices should, it is said, be indentured at or about the age of 14 to the Master of the training ship for five years, and after serving in this ship for one or two years, the indenture should be transferred to any Shipowner who would be willing to take the Apprentice, and with whom the Apprentice might be willing to serve until the completion of his term. In order that these training ships might fit the boys for service at sea, a small vessel should, it is suggested, be attached to each ship, so that, with other instruction, the habit of a sea life might be acquired. These school ships should be inspected and receive grants from the State according to their efficiency. In the Report of the Commission on Manning the Navy in the year 1859, training ships were proposed to be maintained at the public expense. The cost of every boy so trained was estimated at 25*l.* a year. This sum would be increased by the additional cost of sailing tenders, and without this preparation for a sea life Shipowners would not so readily take the boys. The system of apprenticeship undoubtedly affords the best means of training boys for a service in which fitness only can be acquired during early life, and if Shipowners were willing to contribute, as suggested above, it would, in our opinion, be a wise policy for the Government to aid these industrial schools of the Mercantile Marine. Some of the most respectable Shipowners take Apprentices, and from these Apprentices they frequently choose Officers, so that this system must have worked well. It is said, however, to be a drawback to the system that there is a practical difficulty in getting quit of a disorderly and worthless Apprentice. As it is desirable to encourage the system of apprenticeship, this inconvenience should be remedied. As this scheme for schools and Apprentices must depend upon the support which it may receive from the Shipowners, we have not entered further into the details of the plan. The number of lives entrusted to British ships and the annual value of property afloat, impress us with the importance of securing so far as possible not only that the ships shall be seaworthy, but that Seamen also shall be well trained and disciplined for the Merchant Service. The system of training boys for the Royal Navy has been successful, and if a somewhat similar plan could be adopted for the Mercantile Marine, the Sailors and Shipowners would be benefited, while many sources of danger to the Merchant Service would

be diminished or removed. A self-supporting pension fund for the benefit of Seamen, as suggested by the Manning Commission of 1859, might prove of great value in creating a tie to bind the British Seaman to the Merchant Service of his own country. The subject does not lie strictly within the scope of our inquiry; but we are of opinion that it well deserves the attention of the Government.

DESERTION IN FOREIGN PORTS.

Our attention has been drawn to the large pecuniary loss inflicted on Shipowners, and to the serious deterioration of the character of the Seamen, resulting from desertion abroad. There is great difficulty in preventing desertion, and in enforcing discipline in foreign ports, and Shipowners have urgently pressed upon us the necessity for some international conventions for this purpose. It appears that we have not adopted in this country such measures as would entitle us to ask for the requisite authority in foreign States. This matter deserves the serious attention of the Government, inasmuch as British ships are now often obliged to sail on their return voyage, when heavily laden, with insufficient or incompetent Crews.

ADVANCE NOTES.

The evidence before us leads to the conclusion that the system of Advance Notes is one great obstacle to the amelioration of the condition of Merchant Seamen. All the witnesses whom we have examined admit that the system is most pernicious, but it is defended on the ground that without this advance the Sailor could not pay for his lodging on shore, or procure the clothes requisite for him when he joins a ship. In practice it seems that the Advance Note is handed over to the lodging-house keeper, not usually in exchange for cash, but in discharge of debts which the Sailor has been induced to incur. The lodging-house keeper charges a heavy discount, and the Sailor is frequently brought on board half clad and intoxicated. Shipowners and Captains of Merchant ships concur in stating that a large portion of the ship's Crew is very often brought or even lifted on board in a condition of helpless drunkenness, that the vessel must often be detained for 24 hours in order that the men may be so far recovered as to be able to get her under weigh, and that there is great risk of life and property at the commencement of the voyage from the consequent inefficiency of the Seamen. The Advance Note is not payable until some days after the sailing of the ship; but if the ship then puts back or touches at another port, the Seamen often takes the opportunity of making some complaint, in order to get free from his engagement, and will even incur a month's imprisonment with this object, whilst the Shipowner, or the person who has cashed the note, loses the money which has been paid in advance. It is said that if there were no Advance Note, the *crimp* in a foreign or colonial port would not have the same inducement to entice the Sailor to desert. After careful consideration of the numerous evils attending this mode of prepayment, we recommend that Advance Notes should be declared illegal, that no payment or order for payment made in advance for wages shall be a discharge for the payment of any portion of a Seaman's wages when due, and that no money paid by a Shipowner to or for a Seaman shall be debited to the Seaman, except wages already earned, the Allotment Notes, and the cost of such supplies as the Seaman may receive after joining the ship. There will be some inconvenience felt at first from the abolition of the existing system, and there will be perhaps con-

siderable opposition to the change in the ports, and amongst the lodging-house keepers, who profit by the Advance Notes. We feel, however, convinced that unless this mischievous mode of payment be discontinued, the Seamen will never be raised from their servile dependence on crimps, and taught to rely on their own industry and intelligence. The crimping system at Quebec was brought to our notice by witnesses well acquainted with the disgraceful practices in that port. The disorderly proceedings consequent upon it require stringent measures for their repression, and deserve the attention of the Colonial as well as of the Home Government; but we have not entered further into matters which belong directly to colonial administration.

MARINE INSURANCE.

We have taken further evidence on the important subject of Marine Insurance, with a view to ascertain whether any alteration of the law which now governs Marine Insurance is desirable. The system of Marine Insurance, while it protects Shipowners against losses which would otherwise be ruinous, tends to render them less careful in the management of their ships. Underwriters and Insurance Companies have, however, a direct interest in the seaworthiness of ships, and in the honesty of Shipowners. Confidence is the foundation of an Underwriter's business: and in accepting or rejecting a risk, the prudent Underwriter is to a great extent guided by his knowledge of the persons with whom he has to deal. The large capital which is now invested in Marine Insurance would be unprofitable, unless the great majority of Shipowners and Merchants were known to be deserving of trust. It is said that the profits derived by prudent Underwriters have led speculative persons and new companies to engage in the business. Competition in insurance encourages carelessness in Shipowners, and thus increases disasters at sea. The law has operated in the same direction, not merely by relieving the Shipowner from all loss when his ship has foundered at sea, but by even enabling him in some cases to derive a pecuniary profit from the shipwreck. We examined many witnesses on this subject, because the whole Commerce of the British Empire may be affected by a change in the existing system of insurance, and in attempting to check some possible evils we may embarrass the honest Shipowner and interfere with the convenient usages of trade. It is argued that under the existing law a Shipowner can insure himself against every loss which can occur to his vessel, and that consequently he is rendered indifferent to the proper maintenance of his ship and to the arrangements necessary for her safe navigation. In order to illustrate this matter by a simple case, let us assume that the Owner of the ship is also the Owner of the cargo; he can insure his ship for her full value, he can also insure the cargo, he can insure the freight, and beyond these insurances he can insure 10 per cent. profit on the cargo. In such a case it is impossible to deny that the interest of the Shipowner in the safety of his vessel is seriously diminished. Another illustration of the operation of the law is given by Mr. Farrer. A ship is bound from London to Calcutta and back. She is lost in the Bay of Biscay on her outward voyage. In this case the Owner, if he has insured prudently, though not exorbitantly, may recover the value of the ship at the commencement of the voyage, and the freight on the outward and homeward voyages, while he would be exempted from paying Seamen's wages from the date of the disaster, the expenses at Calcutta, including purchase of provisions, and the expenses in London on the ship's return. To this extent the Shipowner would be an actual gainer by the loss. The contract of Marine Insurance is in

its essence a contract of indemnity, and the spirit of the contract is violated if the Assured can make the occurrence of a loss the means of gain. The law has, however, allowed a considerable deviation from this fundamental principle. Property can now be insured against perils of the seas by a valued policy, that is, by a policy in which the value of the property is fixed beforehand by agreement between the Assured and the Underwriter. The effect of this is, that unless the policy is altogether void on account of fraud or of concealment of a material fact, the Assured can, in the case of a total loss, receive the value which has been stated in the policy, however much it may exceed the actual worth of his property. Thus the Shipowner has, in certain decided cases, been allowed to recover 50, even 100, per cent. more than the value of his vessel. It has been suggested that, in case of total loss, the Underwriter should be allowed to open a valued policy when he considered that the value had been overstated. Many Shipowners and Underwriters object to this proposal. They contend that where a value has been agreed upon between the Shipowner and the Underwriter, subsequent interference would be mischievous, or futile, as it might induce Shipowners to insure abroad. The value of a ship may indeed depend upon a variety of circumstances; for instance, the loss of a steamer to a Shipowner who is starting a new line of steam communication is inadequately replaced by the cost of the vessel. It is true that the existing law induces the Shipowner to prefer a total loss or a constructive total loss, to a partial loss. A ship is said to have sustained a constructive total loss when she has been damaged to such an extent that the cost of repairs will exceed the value of the ship when repaired; and in such case the Owner is, under the present law, entitled to receive the value stated in the policy, however much it may exceed the real value of the vessel. It is to the interest of the Underwriter that a ship should be insured for her full value; first, because he receives a larger amount as premium, and, next, because, in a case of partial loss, a clause of the policy exempts him from liability for all damage which amounts to less than 3 per cent. of the amount insured. On the other hand, the Shipowner has an interest in undervaluing his ship, because he would have a less premium to pay, and a better chance of his partial losses—which are far more likely to occur than a total loss—being borne by the Underwriter. As regards the insurance of freight, it has been suggested that the Shipowner should not, in case of total loss, be entitled to recover the freight, without deducting the expenses saved to him by reason of the loss of the vessel. If these expenses could be fairly estimated, the Assured would in this manner be indemnified against the loss he has sustained, without deriving from that loss the profit which undoubtedly accrues to him in some cases under our present system of insurance. It is, however, urged, that the necessity of estimating these unincurred expenses would often give rise to doubt, difficulty, and litigation, and that, if the suggestion just referred to were adopted, the Shipowner would be, to a great extent, deprived of the legitimate advantage he now enjoys of being able to obtain with facility an advance on his freight. It is above all important to bear in mind that, if valued policies on ships were allowed to continue in force without the Underwriter being at liberty to open them, the above suggestion would prove completely futile as against the negligent Shipowner, who is desirous of obtaining by insurance more than a complete indemnity; for he would be able to attain the same object by over-insuring his vessel in a valued policy to the extent of the freight. It thus appears that the question relating to insurance on freight

must at any rate depend on the answer to the question, whether or not valued policies should be rendered illegal, or, at least, whether the Underwriter should be allowed to open them. The evidence which has been presented to us clearly proves that valued policies are extremely useful and convenient in the insurance of goods and profits, and in the insurance of ships in cases of partial loss without, at the same time, giving rise to any serious evils. After much consideration, we have arrived at the conclusion that we ought not to recommend any alteration of the law relating to valued policies in cases of total loss—cases which are shown to bear to those of partial losses only the proportion of 1 to 20. There are weighty reasons why the Legislature should not interfere with contracts made by persons who are capable of taking care of their own interests, without carefully ascertaining the effect which this interference is likely to produce on the entire system of law relating to such contracts. It appears to us that our whole system of Insurance Law requires complete revision; for not only does it allow the Assured in some cases to recover more than the amount of the loss actually sustained by him, but it also, on the other hand, deprives him of an indemnity in cases in which he ought to be protected by his insurance. For instance, the Shipowner is held not to be entitled to recover from the Underwriter the wages he has to pay to the Master and Crew whilst the damage sustained by his ship is being repaired: and in this respect our law differs from that of almost all other countries. Again, in the case of voyage policies, any defect in the vessel which renders her unseaworthy at the commencement of the voyage, even if it has been made good long before the occurrence of the loss, as well as any deviation, however slight, from the voyage named in the policy, vitiates the insurance, although the defect in the vessel and the deviation in the voyage could not in the least have occasioned or affected the subsequent loss. It is difficult to interfere in the complex arrangements which have grown up with the growth of trade, without the risk of incurring some new danger while we are endeavouring to promote safety at sea. It appears to us, therefore, that it would be unjust and unwise to interfere with the contract between the Assured and the Underwriter, unless our whole system of Marine Insurance were to be completely revised and amended so as to restore Marine Insurance to what is its true character and only legitimate object—namely, a contract of indemnity which should protect the Assured from losses occasioned by events over which he has no control. A complete and thorough revision of our law relating to Marine Insurance is, however, a task of equal importance, difficulty, and delicacy, requiring evidence of an extensive character and necessitating a very lengthy and careful investigation, and it touches directly on so many subjects unconnected with the security of life at sea, on which it has only an indirect and somewhat remote bearing, that we do not think it properly falls within the scope of our Commission. We should also have been reluctant to undertake the complete revision of our system of Marine Insurance law, because for many reasons it appears to us to be important that, before such a task is undertaken, an attempt should be made to induce foreign nations to concur with us in framing and adopting a general code of insurance law. To alter the English law of Marine Insurance to any considerable extent might have the effect of throwing the business of insurance into the hands of foreigners, and there is so much insurance of foreign property in England, as well as of English property abroad, that it is most desirable that the law of insurance should, as far as possible, be the same amongst all Commercial nations. An exami-

nation of the foreign codes leads us to hope that there would be found no insuperable difficulty in the way of attaining this important object. In connection with this subject, it should be observed that the Shipowner can by a Bill of Lading exempt himself from liability to the Owner of the cargo for loss occasioned by the negligence of the Master or Crew, the unseaworthiness of the vessel, or any other cause whatever. Beyond this, there are societies which undertake to protect Shipowners against extra risks not covered by ordinary Marine policies. In an ordinary Lloyd's policy the Underwriter engages to make good three-quarters of the amount which the ship insured may have to pay to the ship with which she comes into collision. The Shipowner in this case is not completely indemnified, but he may secure himself still further by belonging to a protection society. Under the existing law, and by means of these various contrivances, the Shipowner can so far release himself from all liability that the cost of every casualty at sea is borne by Underwriters and not by the Shipowners. Although we do not think, for the reasons already stated, that we can advise any alteration to be made at present in the law relating to valued policies, there are some recommendations which, in our opinion, can be safely and usefully adopted with a view of checking the evils caused by insurance. We think that in analogy to the principle involved in the 11th section of the Merchant Shipping Act Amendment Act, 1871, the Shipowner's liability for damage to property or person should be unlimited in cases where the death of the Seaman or the damage to person and property has been occasioned by the ship having been sent to sea in an unseaworthy condition, unless he proves that he, or those to whom he commits the management of his business, used all reasonable means to make and keep the vessel seaworthy. He should also, in these cases, be made liable, under Lord Campbell's Act, to the family of the deceased Seaman. We are also of opinion that any provision in a Bill of Lading or other agreement having for its object or effect to avoid or limit the liability of the Shipowner in the cases just referred to ought to have no legal validity. We think that the Shipowner should not be enabled to recover his insurance, whether under a time or voyage policy, when it could be shown that he or his Agent had not done everything reasonably within their power to make and maintain the ship in a seaworthy condition, and that unseaworthiness occasioned the loss. The evidence presented to us clearly proves that the present system, under which insurance cases are tried before a judge and jury, is extremely unsatisfactory, and we think that a judge and two Assessors would constitute a far better tribunal. The evidence taken respecting Mutual Insurance Clubs, together with the rules of mutual insurance which have been submitted to us, prove that in general these clubs are societies honestly united for mutual insurance against sea risks. Their rules are framed with the view of checking overloading and of securing seaworthy vessels, and we are of opinion that the general principle upon which they have been founded is calculated to promote prudent management among the members of the Club.

CONCLUSION.

In closing our Report at the termination of this prolonged inquiry, it may be convenient that we should recapitulate briefly the general principles on which our recommendations are founded. The Board of Trade possess under the recent Act ample power to survey and to detain any British ship which they may have reason to believe is over-

laden, or is in any respect of hull or of equipment unseaworthy. This large discretionary power renders it, in our opinion, unnecessary and inexpedient to subject all British Shipowners to the delay and annoyance of official surveys and inspections. We believe the wisest policy will be for the Board to interfere only where there is ground for suspecting some gross mismanagement, and, wherever the case for detention may appear doubtful, to direct the attention of the Shipowner or Manager to the circumstances which have attracted official notice. We consider that an improved system of inquiry into casualties at sea, such as we have above indicated, will afford the best means of guarding against future disasters. So far as we have been able to ascertain, the losses of life and property at sea which may be directly ascribed to negligence of the Shipowner are few in comparison with those which are caused by subsequent neglect, or by events over which the Shipowner has no control. A more searching system of inquiry may elicit the truth upon this subject. The statistics which we endeavoured to obtain on this head were not prepared in time to assist our investigations. We attach great importance to our suggestion that the Marine Department of the Board of Trade should be revised and strengthened. Some additional Nautical assistance is requisite for the due performance of the duties now entrusted to the Board. A legal adviser exclusively belonging to the Department is also essential for the conduct of the business. It will be the duty of the Board of Trade to check the negligent and to punish the culpable Shipowner; but it is desirable that these functions should be performed without harassing the great body of Shipowners, who, by their ability and indefatigable energy, have contributed to the prosperity of the Empire. In accordance with these views, we have been anxious throughout our Report not to transfer responsibility from the Shipowner to the Executive Government. It is the duty of the Shipowner to keep his ship in a seaworthy condition, and to select competent Officers and Crew. We believe that, under the arrangements suggested in our Report, the Board of Trade will have the means of ascertaining how far this duty has been fulfilled, and will then have the power to punish those persons who have been neglectful. Such a policy, judiciously administered by the Board of Trade, will contribute to the greater safety of life at sea, and will thus tend to produce the results which this Commission was appointed to secure.

All which we humbly submit to your Majesty's gracious consideration.

SOMERSET.	THOS. BRASSET.
ALFRED.	P. DENNY.
ESLINGTON.	GEORGE DUNCAN.
THOS. MILNER GIBSON.	E. D. EDGELL.
J. HOPE.	CHAS. W. MERRIFIELD.
ARTHUR COHEN.	

UNSEAWORTHY SHIPS.

The following is the reply of the Plimsoll Committee to the foregoing Report of the Commissioners:—

"The Commissioners' Report, by common consent, contains, clearly set forth, all the objections which can be urged against interference, and it therefore becomes of the utmost importance carefully to examine how far these objections against remedial legislation are valid.

"Taking deck-loading as included in the term overloading, the demand of Mr. Plimsoll is simply this—this and no more—

"That ships needing repair shall be repaired, and—

"That ships shall not be overloaded.

"To secure the first he proposes that all ships now unclassified shall undergo a periodical survey like that to which the far greater part are by their owners voluntarily subjected through Lloyd's or the Liverpool Association and other agencies. He does not propose a survey as a condition precedent to every voyage, nor even an annual survey, though both are attributed to him. If the owners like to have their ships surveyed by Lloyd's or the Liverpool Association, his Bill would hold them free of any further liability—would hold them to have complied with the law.

"What, then, are the objections which the Commissioners urge against this proposal?

"They are these:—

"That a Government survey would be a bad thing, because—first, it would destroy the shipowners' sense of responsibility; and, second, it would lead to a bad system of shipbuilding in the future.

"If the Commissioners are right, then it follows that the responsibility of the owners of those ships which are now surveyed by Lloyd's and the Liverpool surveyors and by the Board of Trade has been impaired, if not destroyed thereby.

"But who would venture to make so wild an assertion as that?

"If the Commissioners are right, it follows—that the repairs now continually being executed under the large staff of surveyors employed by Lloyd's, &c. (often sorely against the inclination of the shipowner, and in still more numerous instances when he is striving with the surveyors for less efficient and, therefore, more economical repairs), are tending to promote bad shipbuilding.

"Further, 294 ships were surveyed under the Act of 1873 to June 30, 1874, and 281 of these ships were condemned; but

"If the Commissioners are right, it follows—that it was a bad thing to have interfered with these rotten ships, and it would have been better to have let them alone, for the owners to have sent them to sea on their own responsibility!

"If the Commissioners are right, it follows that the whole course of recent legislation affecting mines, factories, houses, railways, and ships is wrong and mischievous, because it was distinctly adopted on the principle that the interference of Parliament was absolutely necessary to protect those who could not protect themselves.

"The public must judge of the force of these objections.

"With regard to Mr. Plimsoll's second proposal—that no ship shall be overloaded, to prevent overloading, he asks that a line should be painted on each ship, and that no load should be put into her that would carry that line below the surface of the water.

"The Commissioners say—No; if you do that everybody who does not now load so deeply as

you would be obliged to put that mark would then load quite down to it.

"But the shipowners can do that now, and worse; they can load far more deeply than that, and the same considerations which guide their conduct now would still be in operation. The law would only affect the evil-doer, it would not touch the respectable shipowner. And further, even if it did, it would be better that those seamen who now enjoy a wide margin on the side of extra safety should have that margin a little reduced, if the result should be to protect an equally large number from deadly peril—to bring safety to those whose lives now hang merely on the chance of continued fair weather.

"The Commissioners say that many ships which have hitherto carried certain loads with safety would have to take less in future. That they have carried their cargoes safely hitherto—i.e., without suffering shipwreck—is clear; because they are still in existence; but it is not clear that precisely the same thing might be said twelve months hence of the survivors, even if during the interval one-half our present ships had gone down from nothing but overloading.

"The Commissioners also say that to prescribe freeboard would tend to the production of light ships in the future, but they ignore the fact that the same Bill which seeks to put some limit to loading provides also for the survey of ships. If the Bill merely proposed to deal with overloading, there would be some ground for the objection of the Commissioners, although very little, for at present ships may be built lightly (and are), and it is clear that any advantage to be derived from building such ships is now attainable. But the Bill deals also with survey, and under its provisions there would undoubtedly be greater care taken than there is now to build strong ships.

"Again, the public must judge.

"Mr. Plimsoll has in his book and in his speeches stated the case of our seamen, and no single specific statement of fact, touching either a ship or a shipowner, has yet proved incorrect. The final Report of the Commissioners has (most grudgingly it is true, yet fully) confirmed the truth of his general statement. The Commissioners have now reported, urging objections, and herein those objections have been examined by way of reply.

"The decision now rests with the public and with Parliament. The one will complete its finding soon, and the other will be asked early next Session to settle this controversy by the decisive logic of a vote."

THE DUKE OF EDINBURGH ON MERCHANT SEAMEN.

We notice with pleasure that growing interest by public men in the concerns of the seamen of this country, which is always one of the signs indicative of the importance of any particular matter be-

gining to be realised by the nation at large. Time was (and not so long ago) when the sailor, and all that pertained to him, were entirely beyond both the knowledge and concern of the bulk of the people of England. Now, thanks to the efforts, mainly of different philanthropists, working in many different ways, public attention has been so far aroused that the seaman and his affairs assume a proportion in the discussion of national affairs by statesmen and social reformers, in some degree, at least, corresponding to the important position he ought always to have held.

One of the most concise and valuable contributions to the consideration of the best means of providing a better class of men for the merchant service was given by H.R.H. THE DUKE OF EDINBURGH, in his speech at the banquet given by the Mayor of Liverpool, on the 28th Sept. last, and it is gratifying to find so high an authority (himself a member of that Royal Commission which gave so patient a consideration to causes of loss of life at sea) giving emphatic approval to that system which, as we pointed out in our article on "Merchant Seamen" in the last number of this Journal, is the only one under which we may hope to bring about a wholesome reform in the merchant navy, viz., a universal system of training ships, or enforced employment by sailing ships of a certain number of apprentices; or, perhaps, a combination of both plans.

His Royal Highness, in a part of his speech, spoke as follows:—

"As I am now in the midst of a great shipping community, I think you will excuse me if I allude to one matter which perhaps interests you all as much as it does me. I wish to refer to a subject which has been very prominently before the public during the past few years, great agitation having been created with regard to the safety of seamen, and of ships, and of property at sea. I may, perhaps, be allowed to say a word—first for having been brought up a seaman myself, and in other respects being a most hearty sympathizer in the welfare of the British seaman, and also for having been connected with the Commission which was appointed by Parliament to inquire into his condition at sea. I cannot pass this matter by in meeting with you this evening, and I feel I have got your sympathy with me in say-

ing that the great point of the whole question is to look into the welfare of the seaman. I believe I may look around me, and I cannot see here—I am looking far and wide in Liverpool, and cannot find—a man who would send his ship to sea in a condition that would not be seaworthy. I feel that the great thing to which we must all look is the bringing about in the seaman a feeling of respect for himself and a moral and physical confidence in himself. This cannot be done so long as the present system exists under which men are sent on board. How do they go on board? They don't know how they get on board. They get on board in any way. So long as the systems of crimping and of advance notes exist you will have no surety with reference to your ships as to how many of them may be lost before they have gone their first day's voyage. I consider this to be one of the most important points in the whole of the questions which have been brought before the Commission, that of bringing about a greater self-respect, a greater self-reliance, and a higher moral tone among the seamen who man our ships. I, moreover, may be excused if, as a Naval Officer, I suggest—and I think it is one of those points which is brought out pretty clearly in the report given by the Commission on Mr. Plimsoll's motion—a re-introduction of the system of carrying apprentices. I consider this a most vital point with regard to the Merchant Navy, and I think that a strong example has been given by the great success which has attended the bringing-up of boys for the Royal Navy on board training brigs and training ships. The Navy is now almost entirely fed from those training ships, and I can assure you, with the very best results. Bring the boys up; bring them forward in the profession. Start them; give them respectability. Trust in this, and I am sure you will find that there will be far less accidents at sea than there are at present in the vast commerce of this great country."

OUR MERCHANT NAVY.

DUKE ALFRED.—"Really, Mr. PLIMSOLL, we're both in the same boat. You want seaworthy ships; I want seaworthy men;—and we'll try and get them."

See DUKE OF EDINBURGH'S Speech at Liverpool.

Seaworthy ships we need,
That's half a truth to tell
Because we lack, indeed,
Seaworthy men as well.

But will seaworthy men
Ships unseaworthy choose?
And don't unsafe ships, then,
Make unseaworthy crews?

Whole truth enforce with lips,
And inculcate with pen.
Provide seaworthy ships,
And have seaworthy men.—Punch.

THE LIFE-BOAT STATIONS OF THE UNITED KINGDOM.

It is intended in this and each future number of the *Life-boat Journal* to give our readers a short account of two or more of the stations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

These sketches—for they will be of that nature—will be geographical, historical, and nautical, or technical, and they will be drawn up with the following objects in view: First, to afford donors of Life-boats and others interested in Life-boat work living in distant parts of the country, an opportunity of learning something about any Life-boat station in which they may feel any particular interest, but which, being out of the track of ordinary travellers, are not noticed in ordinary Guide-books.

Secondly, to enable coxswains and crews of Life-boats, by turning to the pages of the *Life-boat Journal*, to form a judgment of the kind of difficulties that have been overcome by other Life-boat crews, and to learn what sort of places they are in which those other Life-boats perform the acts of daring which they from time to time read or hear about.

And, thirdly, with the hope to supply the public with information which will enable them to understand the motives which have influenced the Institution in selecting particular sites for Life-boat stations, and the dangers those boats are expected to encounter, and thus increasing, it is hoped, their interest in and sympathy with this great and national work.

It is assumed that the geographical and nautical portions will be the parts most valued by the crews of the boats and professional men; and while to a large class of our readers such particulars will convey little meaning, a general account of the scenery and the country, and a few words of reminder concerning historical associations of interest, may prove not uninteresting.

The spaces allotted to different stations must necessarily vary greatly, and many important sea-ports and fashionable watering-places will receive but small spaces, as being either not an important field of Life-boat work, or that their histories can be found in every Guide-book; while some unknown and out-of-

the-way stations, from precisely opposite conditions, will occupy comparatively large ones.

The series commences with two Welsh stations—Penarth and Porthcawl. The next number will contain a notice of one English, one Scotch, and one Irish station.

I.—PENARTH.

The *George Gay* Life-boat.

PENARTH is a small, beautifully situated village on the headland of the same name, which forms the southern boundary of the entrance of the little river Ely. Two to three miles north of Penarth Head is the town of Cardiff, while at half that distance from Penarth is the entrance to the canal leading up to Cardiff, and also the celebrated Bute Docks. The basin of a new large dock was also opened at Cardiff a couple of months ago, with a draught of water sufficient to admit the largest ships built. The river Taff, on which the town of Cardiff is built, and into which the canal and the docks open, after winding through extensive flats, visible at low water, unites with the Ely close to Penarth Head. Hence the channel leads all ships to and from Cardiff close to Penarth, which was for that reason selected as the site of a Life-boat Station. At Penarth itself, however, are important docks, which are readily accessible at various times of tide, and are largely used by steamers.

To the east of Penarth, for three and a half miles, extends a dangerous sandbank known as the "Cardiff Grounds." This bank is uncovered at low water, but covers at a quarter flood, when it becomes a troubled mass of broken water. Between the Cardiff Grounds and the line of coast, running due south, from Penarth Head to Lavernock Point, is the anchorage known as Cardiff Roads, and on a strand facing this roadstead is built the house in which the Life-boat *George Gay* finds shelter till the hour of need.

On the top of the steep pathway leading from the Life-boat house is the Coastguard Station, from which as many as five hundred vessels have been counted at anchor in the Roads. Looking north from the Coastguard Station are to be seen—still on the ridge of the headland—the town of Penarth and the church; the latter a conspicuous object, noted by the mariner as a landmark far over the Bristol Channel, and standing over 300 feet from the level of the sea.

The view from the highest parts of Penarth headland in fine weather is superb. Looking south, we have in the immediate foreground the fleet of merchantmen at anchor in the roads; a scene full of life and motion, with the bustling steam-tug ever fussing and fuming its way in and out among the larger vessels; with the stately sailing ships, spreading fold after fold of their white canvas to the breeze; or the swift ocean steamer darting away seaward with its murky trail of smoke, smirching the blue sky behind. Beyond this, to the south, we have the high cliffs and imposing front of the island of Steep Holme, and next, to the eastward and much nearer, the Flat Holme island, its lighthouse and white Government buildings gleaming and sparkling in the sunlight; to the east again, on the opposite

shore of the Bristol Channel and facing the setting sun, the town of Weston-super-Mare shows out in bold relief against the dark blue of Anchor Head and Worle Hill; while beyond all, and stretching away to the farthest horizon, in successive waves of grey and cobalt, lie the hills of Somerset.

Looking north, there is a splendid panorama of the valleys of the Ely and the Taff, and through the blue vapour above the town of Cardiff rise tower and factory and church of that thriving maritime town. At night the appearance of the Roads at some crowded periods is peculiar and impressive; for each vessel carrying a light, gives them the appearance of a great city. In calm weather the water reflects and magnifies the lights a hundred times, but as the storm rises, the lights begin to waver about, then toss in apparently frantic motion; and the smallest effort of imagination produces a city in the first convulsions of an earthquake, ere houses, lights and all have been dashed to the ground and lost in darkness. Presently, however, there may stream forth in the night the glare of burning tar-barrels, casting a lurid light on the masts and rigging of ships in its vicinity: then the illusion is dispelled, and we become aware we are gazing at trouble and disaster of another kind—for the flame is a signal from some ship in distress, and there comes, in quick response, the Life-boat signal gun fired by the Coastguard watchman, and presently the tread of hurrying feet, and the muffled shout of men calling to their fellows through the night and urging speed.

There are few places, however, where the Life-boat finds such difficulty in affording its aid as in Cardiff Roads; and hence, though disasters are not uncommon, and wrecks within sight of the boat-house have occurred within the last few years, the number of lives actually saved by the *George Gay* is not large in comparison with many other Life-boats stationed on less-frequented coasts.

The reasons are not far to seek. In the first place, aid to be useful must be prompt; and there is a delay in starting, from the fact of the crew, or the majority of them, not residing on the spot. This is a defect not uncommon at our Life-boat stations, and is one for which there is practically no cure, at all events by a charitable institution with limited means. For the best spot having been selected as a starting-point to meet known dangers, it is manifestly a quicker way of getting to the danger that the men should come thither by land and find the boat on the spot, than that the boat should be kept where the men reside and have to be transported by sea or land, in storm and darkness, to the starting-point. To pay men (qualified) to reside in such places when the natural course of their ordinary avocations does not lead them to do so, would frequently be quite impracticable, and always be enormously expensive.

The next difficulty is the rapid tide running between the Grounds and the shore, which sometimes reaches the rate of six miles per hour and commonly runs at the rate of three to four miles. Should the storm and the tide be setting in the same direction and the vessel in distress be to windward of the boathouse, of course it is quite impossible for the boat to reach her. Again, when the wreck is to leeward with a rapid tide and wind sweeping past her, it is a nice operation just to hit the position required in a dark night; while if the boat is set ever so little to leeward there is no possibility of regaining the lost ground. There are, however, certain intermediate or favourable states of the tide, in relation to the direction of the wind and the position of the wreck, when the

George Gay can do, and has done, good Life-boat work.

The next discouraging circumstance for the crew of the *George Gay* is that they have frequently been forestalled in their errand of mercy by a steam-tug, there being many of these vessels lying in the Roads with their steam up, especially in stormy weather. This is, of course, a most fortunate circumstance for the distressed seamen, but it naturally curtails extensively the Life-boat's possible sphere of usefulness. These steamers, which are specially on the look-out for cases of salvage (i.e. when they may be hired to perform, or become entitled by law, to money for performing services to vessels in distress), at once swoop down on the vessel showing such a signal as we have indicated. They often incur great peril in aiding vessels in distress. Sometimes they are richly rewarded, and know they will be so before they undertake the operation; but at others—and to their honour be it said—they are actuated solely by a desire to save life. Not long ago, a plucky little tug farther down the Bristol Channel went out in storm and darkness to a vessel, from which she took 17 persons, having to sheer alongside an equal number of times to do so. Of course actual collision in such cases would be very destructive, and the steamer never stops, but, watching her opportunity, has to range up alongside close enough for some one of the distressed persons who are lining the sides of the wreck to jump from it to the top of the paddle-box. Such instances of successful attempts are, however, rare; and the reverse side to the picture, and by no means an uncommon one, is that the steam-tugs are wholly unable to get close enough to render such assistance; they have no boat that can stand the sea, and they linger round the wreck uselessly looking on while the Life-boat, which alone could render the necessary aid, is to leeward and struggling in vain against wind and tide to reach the scene of disaster. The obvious cure for such a state of things is, at Penarth and similar stations, to place at moorings close to the Life-boat house, so soon as the storm threatens, a steam-tug, which should remain there with her fires alight till the gale is over. This tug, of course, to be under the orders of the hon. sec. and coxswain, and in communication with them. In crowded highways such as Cardiff Roads, a vessel subsidised for such a purpose would probably cover much of her expenses by salvage services, but the general principle would involve an outlay far beyond the means of this Institution, or, rather, let us say, would, in the eyes of the public who support it, put a higher price on the life of a man than in the present stage of the world's history it has attained to.

The principal causes of shipwreck in Cardiff—or Penarth—Roads are, vessels parting from their cables. If the gale is at S.E. they go on shore on the rocky coast between the Life-boat Station and Lavernock Point, in which case the rocket apparatus rather than the Life-boat comes into play. If the gale is at S.W. round to W.N.W. they go on to the shoals called Cardiff Grounds, where, having bilged, perhaps, at low-water or quarter-flood, as the tide flows they are filled or driven clean over the shoal into deep water, where, of course, all on board perish, unless the Life-boat arrives in time to save them. A sketch of the occurrences at this Life-boat Station on a night of December, 1872, will give force to what we have said above.

About dusk, the brig *Wallace* was observed showing signals of distress towards the southern end of the Cardiff Grounds. By the time the Life-boat's crew had assembled it was long after dark, but, steering in the direction where the

burning tar-barrels were last seen, she proceeded on her mission. After a considerable time occupied in forcing her against the storm, during which no signals had been seen, her crew observed the usual signal a long way off, and dead to leeward of her. They promptly bore up, boarded, and ultimately brought on shore from that wreck 5 persons. When the shore was reached it was long after midnight, and it was then clearly ascertained that the crew they had just rescued (that of the *Eleanor*, of Quebec) could not be from the vessel seen in distress early in the evening. The state of the tide now, and the storm, precluded the possibility of a successful attempt to fetch a position so far to windward as that from whence the first signal of distress was shown. The crew could, therefore, do nothing but regret, and watch for a chance which never came again. Long before they reached the shore the *Wallace* had been observed by ships near her (in imminent peril of the same fate) to roll clean over among the breakers and instantaneously disappear with all on board.

Certainly a steam-tug attached to the Life-boat Station, on the principle we have indicated, would, in all probability, have saved both these crews, and even, perhaps, a third; for on the same night a Nova Scotian barque foundered with all hands, after having fallen "athwart-hawse" of another vessel, which cut her down to the water's edge.

The Penarth Life-boat, as we have said, is stationed on a sandy beach at the foot of a range of cliffs, which terminate to the northward in Penarth Head, at the distance of a quarter of a mile from the boat-house, and which extend to the south as far as Lavernock Point. The different strata of these perpendicular cliffs are marked with peculiar distinctness, and are well known to geological students. At high water the Life-boat is launched off the strand with little difficulty; but when the tide is out, from the flat and uneven nature of the bottom, and its soft and uncertain surface, running the carriage out far enough to enable the boat to float from it is at night in bad weather a work of danger and difficulty to all concerned.

It will give the reader some idea of the immense interests involved in the question of the best means of contributing to the safety of the shipping frequenting Cardiff Roads, when we tell them that in the year 1873 alone there sailed from the port of Cardiff 3,466 steamers, and 8,671 sailing ships; whose joint register tonnage was officially placed at 2,700,000 tons. Notwithstanding all which, however, in October 1873, the well-known coal proprietors and shippers, Messrs. TELLESEYEN, HOLZER, and WILLS, in their interesting Monthly Circular, had to announce that, in consequence of there being 35,000 tons of shipping less in port than a month previously, coals were awaiting shipment to an extent sufficient to cause a decline in their value in Cardiff.

In the month of August 1873 there arrived in the port of Cardiff nearly 1,000 vessels.

It will easily be imagined that all these ships require extensive accommodation. There are, therefore, four docks—the Roath Basin, West Bute, the East Bute, and Penarth Docks; besides these, the tidal harbour of Penarth and the Glamorgan Canal at Cardiff. There are also at Cardiff three graving-docks and a "gridiron" for repairing ships. The depth of water in the Penarth Dock is 35 feet, and in the Bute Docks 25 and 19 feet. The facilities for loading ships with coal are exceptionally large; a single strait (or tip) in the East Bute Dock discharging on board ship coal at the rate of 200 tons an hour. With all these facilities, however, the demand is still for "more ships and more dock

accommodation;" and accordingly the MARQUIS OF BUTE is now constructing another dock of larger dimensions than either of those above mentioned, the basin of which was opened a couple of months ago.

The extraordinary activity and daily increasing importance of the Cardiff trade is the more remarkable because it has sprung into existence within the last thirty years. In 1844, Cardiff as a mercantile port was unimportant and unknown. In 1874, it is the great outlet for the minerals of all South Wales. Its export of coal is less in amount to Newcastle alone of any town in the world; and it exports iron, coke, and patent fuel in large quantities besides. An ingenious mathematician has calculated that the coal shipped in Cardiff in one year would suffice to build a wall round the world, at the equator, 6 yards high, and 3 yards broad!

Penarth and Cardiff are rich in the historical associations of many ages; the British, the Roman, the Saxon, and the Norman having alike considered the fortress of Caer-daff a possession worth fighting for. A modern phase of their history may be said to commence with the capture of the fortress by Fitzhamond's knights, who made good their landing at Penarth, and subsequently captured the castle of Cardiff. By them it was extensively enlarged and completed in 1110. In the Black Tower, which is still standing, died, in 1130, the unfortunate Robert of Normandy, second son of William I., after being betrayed, blinded, and for twenty-six years imprisoned by that false brother (Beauclerc) whom he had in other days saved from perishing of thirst when besieged by his own and his brother William's (Rufus) forces in St. Michael's Mount. Then we have a long succession of battles and political combinations, which the large space we have already allotted to the Penarth station will not allow us to enter on now, till we come to the time of the Civil Wars, when we find Cardiff Castle holding out gallantly for the Royalist cause, and captured at last by Oliver Cromwell in person; not by his own forces so much, however, as by the treachery of one of the garrison, whom the said Oliver, so soon as he was in possession of the castle, caused to be hanged as a reward for his services. And so in like stories, running down from age to age, we get glimpses of the history of the country in the stories of Cardiff, till in our own days the fortress is merged into the family residence, with little of the ancient structure remaining besides the before-mentioned Black Tower. The times are changed indeed! and the memory of stories such as that of the Norman Conqueror's three bad sons is a faint and far-away one. The perpetual strife and struggle of kings and nobles, with the inevitable accompaniment of the slaughter and plunder of the people, the ceaseless burden of so many ages of history, has become to the minds of most men a matter very far removed indeed from the affairs of to-day, and universal rapine and wholesale destruction of human life has given place to peace and plenty, and security, an ever-increasing portion of material wealth, an ever-busier city, and more crowded harbour. Cardiff thus grows daily more famous in the light of the happiness and prosperity of her people—a light which bloodstained walls, and blazing homesteads, and unchecked tyranny of the strong over the weak had utterly failed to endow her with through all those hundreds of years.

We cannot conclude our short notice without relating an anecdote of the mother of the present owner of Cardiff Castle, the late MARCHIONESS OF BUTE, whose memory will always be cherished gratefully by the Life-boat Institution. The story is as follows.

The late Captain HAMILTON FITZGERALD, of the Royal Navy, at a time when the funds of the Institution were at a very low ebb, bequeathed to it 10,000*l.* in 1856. Dying in Belgium, that Government claimed a duty of 25 per cent. on his legacy; in addition to which it was undoubtedly subject to the usual duty of this country. The MARCHIONESS OF BUTE, who was Captain FITZGERALD's executrix, and who knew what had been his intention when making his will, was determined that his bequest should be carried out in its integrity. She therefore, from her own resources, lodged the entire sum of 10,000*l.* in the London and Westminster Bank and placed it at the disposal of the Institution, and then commenced a course of litigation with the Belgian authorities on her own responsibility, and after a struggle which lasted two years gained a complete victory: the result to the Life-boat Institution being the legacy intact, and interest on the 10,000*l.* during the two years it was lying by in the bank.

Under the careful superintendence of JOHAN HOEFT, Esq., the Hon. Secretary, the Penarth Life-boat receives the substantial support of the merchants of Cardiff, and is kept in a very creditable state of completeness and readiness for service under the able coxswainship of A. COPE, a seaman who is likely to make the best use of the valuable qualities of the Life-boat committed to his charge, and add more laurels to those already gained by the *George Gay*.

II.—PORTHCAWL STATION.

The *Chafyn Grove* Life-boat.

THE Porthcawl Life-boat House is built on the seaward front of a small town on the Point of Porthcawl. On the east side of the town is a small tidal harbour and dock. The outer harbour or basin—for it is very small—dries at low water. There are exported from Porthcawl annually about 40,000 tons of pig iron, and 30,000 tons of coal. The ships which embark there are not of great size, the harbour being unsuitable; but the trade is increasing, and doubtless some day larger breakwaters and basins will increase the accommodation for shipping.

The harbour of Porthcawl, on account of its drying at low-water, is not available for launching the Life-boat in, and she has generally to be conveyed round the harbour by land, and taken through sandhills to a strand eastward of the town, which is partially sheltered from the southwest. She has also been carried by land to the westward, to enable her to close with wrecks on the Skerwether Sands before launching. But the ground in this direction being cultivated close to the water's edge, while the shore, though low and flat, is irregular, and fringed with peculiarly jagged and sharp rocks, the operation is slow, and even dangerous, and it necessitates the pulling down walls, filling up holes, and even building up the outer edges of the corners of roads by a flying brigade of pioneers who pass on before the horses.

The principal points of danger in the Porthcawl Life-boat's "beat" are as follows:—

First. The Skerwether Sands, which are two to three miles west of Porthcawl Point, and which are partly dry when the tide is at quarter ebb.

Second. Inside the Skerwether a patch called the Hugo Bank, carrying over it three feet at low water, and which is two and a half miles from Skar Point, the nearest land.

Third. The Nash Sands, the western extremities

of which are two and a half miles from Porthcawl Point, and which extend in an E.S.E. direction for seven miles, till close up to Nash Point.

Fourth. A small cluster of rocks, half a mile from the entrance of the harbour, called the Tusker, and inside which is an anchorage for small craft, called the Pool; and also closer into the harbour some isolated patches, with six feet on them at low water.

The country immediately round Porthcawl is somewhat desolate in appearance, owing to the sandhills which, in the last century, spread over so many large tracts of then fair pasturage in this and other places on the shores of the Bristol and English Channels. A few miles to the north-east, however, the country is well wooded, and the small town of Bridgend, on the river Ogmore, is as pretty a little quaint old place as one would readily find.

Among the sandhills called Newton Burrows, and between the parish church of Newton Nottage and the sea, from which it is distant a third of a mile, is a very remarkable well, which until recent times was a great puzzle to the country folks. The water, though clear and pure, follows the rise and fall of the tide, though nearly in an inverse degree. That is, when the tide has been several hours ebbing, the basin at the surface of the well is at its fullest, and at the same number of hours' flood it is dry; an apparent contradiction of cause and effect that might well be attributed to supernatural agency, as it was the custom to do, more especially as there was no known communication between the salt flood of the Bristol Channel and this ever-welling spring of beautiful fresh water so far inland. In these days we have discovered that, at a certain point half-way up the well, there is a natural artery, which carries off the bulk of the fresh water, and delivers it on the beach between high and low water marks. So when the tide is out, the fresh water flows freely out and down the beach, and the basin at the upper part of the well never fills. But by-and-by the rising tide meets the fresh water coming out on the beach, and drives it back or checks its outpouring; so the fresh water, which continues to spring all the time, having no longer a free outlet, rises in the well, but does so at so slow a rate that the effects of the damming-up are not apparent till the tide has already begun to ebb again.

There are other interesting sights in the neighbourhood, such as Nottage Court, the residence of the late Rev. E. D. KNIGHT, for many years Honorary Secretary of the Porthcawl Branch of the Institution, which was once known as *Ty Mawr*, or the Red House, and was the residence of Queen Anne Boleyn. There still exist, also, Druidical circles, where, early in the present century, it was still the custom for the country people to leap through the fire—a relic of a Scandinavian heathen rite which had survived so long.

To the eastward of Porthcawl is a shallow bay seven miles long, terminating in Nash Point, which is marked by two lighthouses. In the centre of the bay is a rugged mass of cliff called Dunraven Head, which is a noticeable feature in the landscape, crowned by an imposing-looking building known as Dunraven Castle. Porthcawl itself is on the point of land which forms the eastern extremity of Swansea Bay, the western extreme being the Mumbles. The whole of this line of coast is studded with outlying sandbanks and shoals; while closer in are many dangerous rocks, which, before the era of lighthouses and Life-boats, were terribly successful in their war with the mariner.

The list of wrecks on record as having occurred in the vicinity of Porthcawl carries us as far back as the year 1333, at which date one Walter

Lougher, the Recorder of Cardiff, rendered account to the Crown concerning the sale of a certain wreck near that place. In the grounds of a gentleman's house near by are still to be seen, in a flourishing condition, some orange-trees sent, it is said, by Philip of Spain to Queen Mary, but which, being cast away on Porthcawl Point in the Spanish ship which brought them over, were planted in the soil of Glamorganshire instead of the royal gardens at Windsor, for which they had been destined. The orange-trees could hardly have become acclimatised when Spanish wreck and Spanish corpses were again strewn along the coast. Several of the ships of the Invincible Armada, after fighting their way against storm and foe round the entire coast of the British Islands, found their resting-place at last among these fatal sands.

In later times it was a common error for the Dutch East Indiamen to mistake the land about the southern side of the entrance to the Bristol Channel for the land about Ushant, whereupon they would bear away more northerly, with the expectation of sighting the Bill of Portland, or other English headland, and speedily be entangled in the Welsh coast sandbanks, generally within a few miles of Porthcawl. In the burial-ground of Newton-Nottage Church, which is the parish church of Porthcawl, and of which the Rev. W. JONES, the Honorary Secretary of the Porthcawl Life-boat Branch, is rector, are many sad mementos of these times; among others is a stone over the bodies of three young lads, sons of one T. S. Beckert, who, on their way home to Holland from Surinam to be educated, were wrecked on the 3rd June, 1770, on Porthcawl Point.

Again, in *Cae Newydd*, to the north of Porthcawl, were laid the skeletons of several hundred British soldiers who perished in 1798; the transport, which was wrecked on the Skerwether Sands, being one of many others conveying troops to Ireland for the suppression of the "98 Rebellion." The bodies of these poor fellows were originally buried under a huge sandhill, but in the course of years the sandhill drifted away and exposed a pile of bleached skeletons.

Some fine things were done in open boats by the fathers and grandfathers of the present Life-boat's crew; notably on the 11th December, 1806, when great courage was exhibited in saving 17 persons from different portions of the wreck of the *Trelawney* East Indiaman; while, in the succeeding seven years, seven instances of gal-

lant rescue from shipwreck are recorded of the men of Porthcawl. This is not, alas! the only side to the picture; for, either in these or times immediately prior, the custom of exhibiting false lights to lure ships to their destruction was still in vogue on the coast of Glamorganshire, and there survives to this day a most unholy fame concerning Dunraven Castle in this respect.

There comes a sudden gap in the record of annual wrecks soon after the year 1830. This happy break is attributed to the erection of light-houses and beacons, especially to the two light-houses on Nash Point, the immediate cause for the building of which was the loss of the mail-*packet Frolic*, on her way from Tenby to Bristol, in 1830. This vessel, with a number of those on board, perished on the Nash Sands.

A Life-boat Station was first formed at Porthcawl in 1859. A vessel was lost, with all hands, in the month of May of that year, and the disaster had the effect of drawing the attention of the National Life-boat Institution to the locality.

Ground for a Life-boat house was given by Lady WINDSOR, and the Institution sent a single-banked Life-boat to the new Station. This boat was 30 feet long, and pulled six oars. She was the gift to the Institution of the late Lady COTTON SHEPPARD, and was named the *Good Deliverance*, and on different occasions saved 26 lives, besides rendering valuable assistance on other occasions to ships in distress.

In January, 1872, this boat exhibited serious symptoms of decay, and the Institution therefore accepted the offer of Miss CHAFYN GROVE to provide, at her expense, a new and larger boat. On the 13th March, 1872, the new boat arrived at Porthcawl, and on the 21st was launched, in the presence of the donor, Miss CHAFYN GROVE, after whom the boat was named. The occasion was made one of considerable public rejoicing in the town and neighbourhood.

The *Chafyn Grove* Life-boat is 32 feet long, has 7 feet 9 inches beam, rows 10 oars, and weighs 40 cwt.

In these days, lighthouse and beacon, good surveys and steam, have greatly decreased the dangers to shipping, and consequently the number of wrecks. Nevertheless, some very creditable work has been done at Porthcawl by the Life-boat; and so long as storms rage, and ships are guided by the fallible wisdom of man, the *Chafyn Grove* and her successors will have their mission to fulfil.

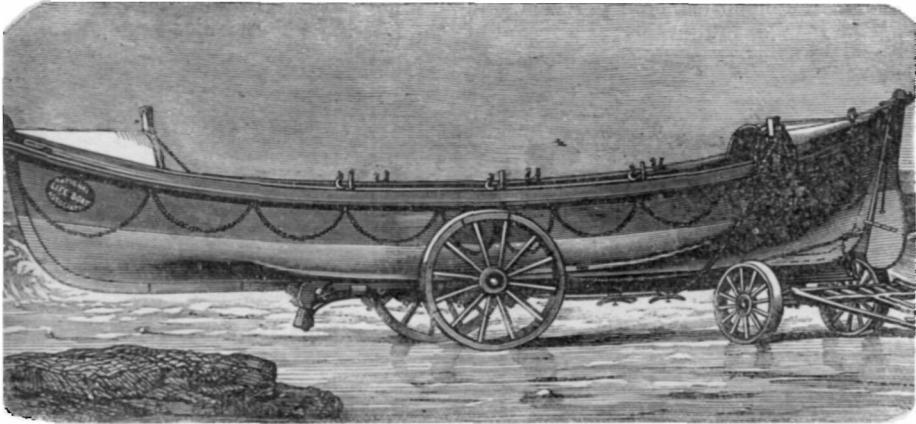
THE WRECK REGISTER AND CHART FOR 1873.

We had hoped to publish in the current number of the *Life-boat Journal* a synopsis of the Wreck Register for the preceding year—or rather for the first six months of that period;—but we have been unable to obtain in time from the publishers a copy of the Register and the Wreck Chart.

It appears that the BOARD OF TRADE have decided that this important and national document shall in future record Wrecks

occurring from the 1st July to the 30th June of each year. Each annual record will thus embrace a complete list of the casualties of the previous winter, in an unbroken series, instead of, as heretofore, ending on the 31st December of each year. In our next number we hope to be able to furnish the Wreck synopsis of the first six months of 1873, accompanying it with a Wreck Chart for the same period.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



SOUTHPORT, LANCASHIRE.—The Life-boat on this station was rapidly becoming unfit for further service, and it has therefore been replaced by a new 10-oared boat, 34 feet long, and 8½ feet wide. The legacy of 500*l.* bequeathed to the Institution by the late Mr. JOHN FERNLEY, of Southport, to defray the cost of a Life-boat to be named the *Eliza Fernley*, has been appropriately devoted to providing this new Life-boat, to which that name has accordingly been given. A new transporting carriage was sent with the Life-boat; and as the Boat-house at Southport had only recently been re-erected by the Corporation, on a new site under the Promenade, the Establishment is now in a thoroughly re-organised and efficient condition. On the 30th January last, the new Life-boat,

accompanied by the band of the local Vounteer corps, was drawn on its carriage through the principal streets of the town six splendid horses being lent for its use by the town authorities. On arriving at the beach, it was named in the usual way by Miss FERNLEY, a niece of the deceased gentleman before mentioned. It was then launched and tried by the crew, who were well pleased with the new boat.

In accordance with the usual custom of the Institution, when a boat has become unfit for further work, a framed metal tablet has been placed in the Boat-house, recording the gift and services of the previous boat at Southport. The inscription thereon is as follows:—

SOUTHPORT LIFE-BOAT STATION

OF THE

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

The first Life-boat placed on this Station by the ROYAL NATIONAL LIFE-BOAT INSTITUTION was sent here in 1861. It was presented to the Institution by JAMES KNOWLES, Esq., of Eagley Bank, near Bolton, and was named

THE JESSIE KNOWLES.

In 1873 that Life-boat was replaced by another, after having saved 75 lives from the following wrecked vessels.

		Lives saved.
20th October, 1862,	Ship <i>Annie E. Hooper</i> , of Baltimore	4
20th September, 1863,	Barque <i>St. Lawrence</i> , of Liverpool—saved vessel and crew	14
31st October	„ Barque <i>Tamworth</i> , of Skien, Norway	17
4th December	„ Ship <i>David White Clinton</i>	8
20th October, 1864,	Sloop <i>Liver</i> , of Carnarvon	3
2nd February, 1867,	Sloop <i>Perseverance</i> , of Liverpool	2
13th March, 1868,	Ship <i>Nictaux</i> , of St. John's, N.B.—rendered assistance.	
8th August, 1869,	Schooner <i>William Wallace</i> , of Dundalk—saved vessel and crew	5
15th December, 1870,	Schooner <i>Jessie</i> , of Gourrock	5
26th August, 1871,	Barque <i>Times</i> , of Liverpool	17
14th December „	Barque <i>Marseille</i> —remained by vessel.	
	Total	75

Besides the before-mentioned tablet, another on the same plan has, at the wish of the Local Committee, been provided, and put by the side of the other, as a record of the good services of the late brave cox-

swain of the Southport Life-boats, who died a few weeks before the arrival of the new boat. His numerous services in the Life-boats are detailed as follows:—

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

THIS TABLET

Is placed in the Boat-house by the Institution as a record of the long and faithful services in the cause of humanity of the late **WILLIAM ROCKLIFF**, who, for upwards of thirty years, commanded the *Rescue* and the *Jessie Knowles* Life-boats.

In the *Rescue* Life-boat he was instrumental in saving 175 lives, as enumerated below; and in the *Jessie Knowles* Life-boat 75 lives, as recorded on the other Tablet in this House.

NUMBER OF LIVES SAVED.

<i>Liberty</i> , of Carnarvon	5
<i>Portland</i> , of Glasgow	9
<i>Bell</i> , of Drogheda	6
<i>Ceres</i> , of Padstow	6
<i>Alexander</i> , of New York	22
<i>Jane and Alice</i>	1
<i>Alice</i> , of Conway	3
<i>Peru</i> , of Drogheda	5
<i>True Blue</i> , of Piclow	14
<i>Howard</i> , of Liverpool	24
<i>Brian Boron</i> , of Runcorn	5
<i>Susannah Cumming</i> , of Liverpool, N.B.	9
<i>Ebenezer</i> , of Preston	4
<i>Catherine</i> , of Havannah	9
<i>John</i> , of Bangor	2
<i>Diana</i> , of Liverpool	22
<i>Melbourne</i> , of Liverpool	21
<i>Mineral</i> , of Barrow	3
<i>Mononsoil</i> , of Preston	2
<i>Hope</i> , of Dublin	3
Total	175

February 1874.

SHIPS AND CREWS SAVED.

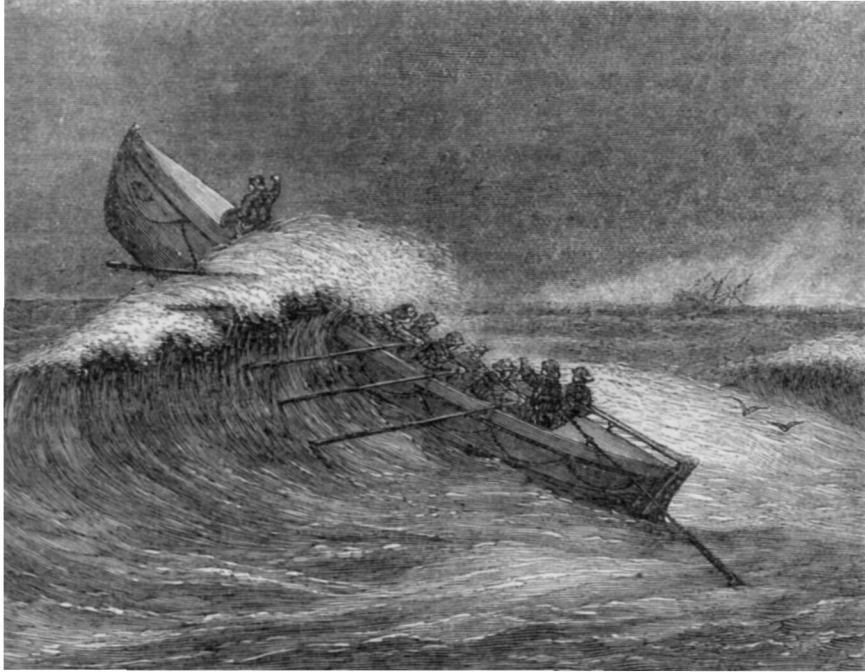
<i>Mary</i> , of Liverpool.
A Dutch brig from Amsterdam.
<i>Pilot</i> , of Wexford.
<i>Minev</i> , of Cork.
<i>Bosworth</i> , of Whitby.
<i>Parker</i> , of Liverpool.
<i>American</i> , of Liverpool.
<i>Henry Winch</i> , of Liverpool.
<i>Broomilaw</i> , of Glasgow.
<i>Jane</i> , of Kirkcudbright.
<i>James Christian</i> , of Douglas.
<i>Commerce</i> , of Penzance.
<i>Sala</i> , of Liverpool.
<i>Hero</i> , of Preston.
<i>Antilles</i> , of Glasgow.

RALPH BARTON, *Vice-Admiral*,
Honorary Secretary of the Southport Branch
of the Institution.

STONEHAVEN, N.B. — This Life-boat, which met with such an unfortunate accident on the 27th of February last, was so much damaged by being violently dashed by the heavy seas for hours against the large stones and masses of rock at the back of Aberdeen Pier, after she was abandoned, that it was found impracticable to repair her. Still the way in which the boat passed through this trying ordeal, which would have destroyed any ordinary boat in a very short space of time, demonstrated in a most striking manner the great strength of the diagonal principle of boat-building, carried out in the self-righting Life-boats of the Institution, and the ample security that is, in that respect,

given to the crews who work those boats. Even in its injured condition the Life-boat had not lost its powers of flotation. In March last the NATIONAL LIFE-BOAT INSTITUTION sent a new 33-feet, 10-oared Life-boat to Stonehaven, the boat being named the *Star*. The Assistant Inspector of Life-boats found no difficulty in procuring a crew for the new boat when he took her out for her first exercise, and they were much pleased with her behaviour on the occasion, the wind blowing hard off the land at the time. It should be mentioned that the Aberdeen Steam Navigation Company readily granted the damaged boat a free conveyance to London on board one of their steamers.

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



RYE, SUSSEX.—At daybreak on the 24th October, 1872, the *Urgent*, a barge, becoming unnavigable when off Jury's Gap, hoisted signals of distress, and commenced firing minute guns. It was blowing hard from the S.S.W., and a heavy sea was running; so much so that the steam-tug could render no assistance. The *Arthur Frederick* Life-boat with infinite difficulty succeeded in removing all on board from the distressed vessel, which afterwards went down at her anchors.

On the 16th December the same Life-boat rendered most important service to the *Orient*, a brig belonging to Stenton, which stranded at the mouth of Rye Harbour during stormy weather and a fresh breeze at S.E.

DUNGARVAN, IRELAND.—On the 25th October the *Christopher Ludlow* Life-boat of this station was enabled to render valuable assistance to the brigantine *Richard Thompson*, of Belfast, which had gone on Dungarvan Bar during a fresh

breeze at S.S.W. The sea broke heavily over her, and the master could only regain his vessel, which he had quitted the previous day, by the Life-boat, which at his request then staid by his stranded vessel till she was got off the Bar, which the Life-boat crew assisted to effect.

DUNGENESS, KENT.—The *Dr. Hatton*, the Institution's boat stationed near New Romney, was launched soon after noon on the 25th October, and proceeded through a very heavy sea and strong breeze to the assistance of a ketch embayed off Dymchurch with a signal of distress flying. The distressed vessel was the *Speculateur*, of St. Malo; she had lost sails and spars, and was leaky. Her crew, utterly exhausted by long struggling against adverse gales, were able to do no more, and were in momentary expectation of their vessel parting her cables as the Life-boat was seen approaching. The boat had considerable difficulty in getting the poor Frenchmen out of their sinking vessel,

as she was rolling gunwale under; and the rescue was finally effected by anchoring the Life-boat on the bow of the French vessel, and veering down close enough to haul the men on board by lines thrown from the boat. The Life-boat made good her landing at Hythe about four o'clock, and the deserted vessel soon parted her cables, and was dashed to pieces against Dymchurch sea wall. Four lives were saved by the Life-boat on this occasion.

PEMBREY, S. WALES.—The Life-boat *Stanton Meyrick of Pimlico* proceeded to the assistance of the brig *Alfred* at 10 A.M. on the 30th October, the wind, from the west, blowing hard, with heavy squalls and thick weather. The *Alfred* was in the midst of broken water off the dangerous Burry Holmes. The Life-boat's crew took the *Alfred* and her 7 men safely into Burry Port.

PENARTH, S. WALES.—After dark on the 1st of November, the Life-boat *George Gay*, in answer to signals of distress observed from Penarth, proceeded to the roadstead, where she found two vessels in collision; a strong breeze from the S.W. was blowing at the time, and one of the vessels, the *Janbyrd*, a Norwegian barque, being in imminent danger of sinking, the Master requested the Life-boat to remain by her, which she did, until daylight, when a steamer towed her into Bute dock. The other vessel, the barque *Magna Charta*, of Halifax, N.S., had not suffered so much. The Life-boat's crew were in a greatly exhausted condition when they landed.

On the night of the 8th December, when blowing heavily at W.N.W., the Life-boat made two trips to the barque *Eleanor*, of Quebec, then ashore on the Cardiff Sands. The first time the boat started from the shore at 10 P.M., and did not return till 2.30 A.M. She brought on shore this trip all on board the *Eleanor*, except the mate, an old man, who after delaying the Life-boat some time, had to be left to take his chance. At break of day the Life-boat again went off, and the *Eleanor* still holding together, and the gale abating, the Life-boat's crew, under the direction of the mate, took advantage of the tide, and, driving the ship clear of the shoal, took her safely into port.

Again on the night of the 17th December,

in answer to signals of distress in Cardiff Roads, this Life-boat went off when it was blowing hard at N.W., and remained by two vessels which had come into collision and until they were out of danger.

CLEETHORPES, LINCOLNSHIRE.—Signals of distress were observed about half-past eight o'clock on the 10th November, from this Life-boat station, and the *Manchester Unity* was promptly launched to the assistance of the distressed vessel. It turned out that the signals were being shown by the sloop *Queen Victoria*, of Lynn, which was stranded on the Grainthorpe Sand. A N.E. gale and heavy blinding showers made this service one of danger as well as hardship, and the two poor fellows saved from the *Queen Victoria* were not a little rejoiced to find themselves safe on shore.

FISHGUARD, S. WALES.—The smacks *John and Grace*, of Milford, and *Mary*, of Cardigan, having, from the violence of the gale, then blowing from N.E., parted their cables and driven on to the Goodwick Sands, the Life-boat *Sir Edward Perrott* was launched and rescued 4 men from the wrecked vessels. Scarcely had the crew time to change their clothing and get their boat ready for launching after the foregoing meritorious service, when the Life-boat was again called to save the crews of three more small vessels, which had also been driven on to the Goodwick Sands and were showing signals of distress. The gale had now increased to a dangerous storm and the sea was really terrific, but the Life-boat held on her course, and before the sun set had added the harvest of 7 more lives snatched from destruction to those already saved by them on the same day.

NORTH SUNDERLAND.—On the 10th November the *Joseph Anstice*, the Life-boat of this station, in answer to signals of distress from the schooner *Don*, of Jersey, put off to her assistance. A very heavy gale was blowing from the north, and darkness coming on soon after the boat left the shore for the wreck, added to the dangers of the storm. The Life-boat, however, gained the distressed vessel, and eventually landed in safety the master and crew, in all 6 persons, who expected their vessel to sink during the night. On the following morning, however, observing the *Don* to be still riding to her

anchors, the Life-boat, with the ship's crew as passengers, again went out, but in spite of the most determined efforts she was forced to return to the shore. On the morning of the 12th, however, the Life-boat's crew succeeded in putting some of their number on board, and in the evening carried the *Don* safely into Holy Island Harbour.

GREENCASTLE, LONDONDERRY.—On the morning of the 11th November the look-outs at this station discovered signals of distress flying from a barque anchored in dangerous proximity to the well-known Tuns Bank at the entrance of Derry Lock. Some time was lost owing to the misconduct of the coxswain of the Life-boat, and the hesitation of a part of the crew to encounter the northerly gale and heavy breakers on the Tuns; but, eventually, with a new coxswain and crew, the Life-boat *Mary Annette* started, and, in tow of the steam-tug *Admiral*, had nearly gained the distressed vessel, the barque *L. G. Biglow*, of Yarmouth, Nova Scotia, when a tremendous sea striking the *Admiral* abaft the sponson slewed her broadside on, carried away her rudder chains, and so disabled her that she returned into port, followed by the Life-boat, which was unable to reach the *L. G. Biglow* without her assistance. The coastguard coxswain, who volunteered to fill the place of the proper coxswain, and the other coastguard men and fishermen who went out in the boat in tow of the steamer, deserved great credit for their exertions, though they were unsuccessful. Two of the crew received severe injuries. On the following morning, when the gale had somewhat abated, the Life-boat succeeded in boarding the *L. G. Biglow* and rendering the aid required.

LOWESTOFT.—A fine service was performed by the *Letitia*, the Life-boat stationed here, on the 13th November. On the morning of that day she went off in tow of the steam-tug *Rainbow* to a Norwegian vessel named *Expedite*, belonging to Drobeck, which had gone ashore on the Holme Sand, and had already become dismasted. A gale was blowing at N.E. and a heavy sea made an approach to the wreck among her fallen masts and yards a work of extreme danger and difficulty. Anchoring to windward, however, the *Letitia* gradually veered down on the

weather quarter of the wreck, and, watching her chance, sheered in among the wreckage, and got safely on board the whole of the crew of 10 persons, whom she safely landed at Lowestoft.

PORT ISAAC, CORNWALL.—At daybreak on the 20th November the Life-boat *Richard and Sarah* was instrumental in saving two fishing smacks and their crews of 4 men each. These vessels were, prior to the arrival of the Life-boat, most critically situated, owing to the heavy ground swell and absence of wind.

PLYMOUTH.—A heavy gale was sweeping along the coast of South Devon on the night of the 23rd November, when rockets were observed at Mount Batten, indicative of some shipping disaster; and it being presently ascertained that a ship had parted from her anchors and gone ashore in Mount Batten Bay, the *Prince Consort* Life-boat was soon launched and taken in tow by the Admiralty steam-tug *Carron*, commanded by Mr. COTTON, and having on board the Harbour-Master, Staff-Captain MARSH, R.N., and at 9 P.M. proceeded in search of the wreck. At 10 P.M. the steam-tug having towed the Life-boat sufficiently to windward, the tow-rope was slipped, and the Life-boat took on board a woman and 8 men from the sinking vessel, and conveyed them in safety to the *Carron*, and from her to the shore. This vessel was the *Laurel*, a brigantine belonging to London and bound for the West Coast of Africa. A still more gallant service remained to be performed by the *Prince Consort* that winter. On the 8th December two vessels were driven ashore in Mount Batten Bay; and again the Government steam-tug afforded her friendly aid to the Life-boat. Four men were on this occasion saved from the brigantine *Eliza*, of Blyth, and 8 men from the brig *Fearful*, of Sunderland. The gale is described as approaching in violence to that of a hurricane, and a long list of disasters along the coast gave additional cause of thankfulness on the part of the rescued crews to their preservers. The rescue from the *Fearful* was the more meritorious; inasmuch as the boat had been greatly injured by striking the rocks when she was saving the other crew.

SHIPS WHICH "PASS BY ON THE OTHER SIDE."

FROM time to time there appear in the public journals accounts given by sailors who have been saved from imminent peril from drowning by passing ships; and these men, in a great number of cases, speak of other ships which have passed within sight of them, but which have forborne to render assistance when so urgently needed.

A collection of these cases for a year or so will disclose a somewhat sad phase of human character—namely, that there is a certain class of men who, with the strong suspicion, and even with the certain knowledge, that brother mariners in a distressed condition (how much distressed they can only guess at) are within sight of them, yet fail to render them the needful help.

Yet the majority of these men are neither brutal nor callous, and, probably, were many of them brought face to face with an isolated case of probable drowning, they would not hesitate to expose their own lives to preserve the one endangered.

There must, therefore, be some strong causes operating on the minds of the men who act in the inhuman manner thus indicated; and it is worth while considering what these causes are, and if they can be removed.

In the first place, we take it that very few men deliberately abandon a sinking ship with people on board if they *certainly* know that their doing so will cause them to perish. What they say to themselves is, "Now there's a fellow in distress, apparently, and I suspect that his ensign is half-mast; but he cannot be *very* badly off, and there are plenty of other ships in his track. He will meet with ships before long to which it will be less inconvenient to 'heave to' and render salvage service than it would be to me. At all events, to me time is too important to stop for a trifle."

But why risk it? Why not perform

an act of common humanity at what would seem a trifling cost?

The reasons operating on the mind of the man who thus "passes by on the other side" are these:

1st. That the loss of time which the most trifling service of the kind causes, would possibly represent a very considerable money loss to the owners, by the delay in the arrival in port of the ship and cargo.

2nd. That the cost of maintenance of the persons saved is insufficiently repaid by the Government.

3rd. That in all but the largest kind of ships the amount of food and water habitually kept on board is rarely sufficient to meet the strain of, say, double, or, it may be, quadruple the number of men they were intended for; and if a ship of the smaller class towards the end of her voyage has to take on board the crew of a vessel greater in number than her own, she is, from shortness of provisions and water, in nine cases out of ten compelled to make for the nearest port, which may be a cause of incalculable loss, unless it chances to be the one she is bound for.

4th. Every captain knows that all owners are more or less inimical to their ships rendering either salvage service or life-saving service. Not, as we suppose, that any owner deliberately sets to himself the axiom that no ship of his shall save life; but that they not unnaturally view with suspicion salvage service, because they can receive nothing but loss from it in time and money; and cases are not infrequent in which pretence of saving life is made a source of real loss to the owners.

Out of the many cases we could quote, illustrative of the defective working of the present system of defraying expenses incurred by ships whilst saving life, we note one that appeared before the magistrates at Falmouth last year, in consequence of the refusal of a crew to proceed to sea. The ship to which these men belonged was from a port in China to one in the Baltic. The men had been engaged for the voyage from the port in China to a port in Europe, it being uncertain which port in the Baltic the state of the market on arrival would oblige her to discharge at. Somewhere in the North Atlantic the ship fell in with a distressed vessel, from which she

ook seventeen persons. When in the entrance to the English Channel, the captain found himself short of provisions and water, and put into Falmouth to land the saved persons and replenish his provisions. His own crew thereupon claimed their discharge, as having "arrived at a port in Europe." The case having come before the Bench, it was ruled that the claim of the men was just, and they were discharged accordingly. More than a fortnight was lost in harbour before the captain could obtain a fresh crew, to whom much higher wages had to be paid. The actual and immediate loss to the owners, by the act of humanity of their captain, was stated at £270*l*. The only reimbursement was the usual State grant, for feeding so many men so many days, amounting altogether to 16*l*. and a few shillings! But the delay of the arrival of the vessel's cargo in the Baltic port was a much more serious matter, and entailed a heavy loss; while from her having put into a port not named, she had, it was said, vitiated her insurance policy.

It is more than probable that the owners will not regard that captain's name with much favour for the future; and, assuming the captain to be a piece of ordinary humanity, the temptation to give any distressed vessel he may fall in with again a wide berth is likely to be very strong indeed. Of course we all know what his duty would be, and a vast number of good people will be shocked at the idea of such considerations as loss of time and money being put in the scales against human life; but, as a matter of fact, we must deal with human nature as it is, and, knowing very well how very lightly the humanity side of the scale often shows in the calculations of other classes of society, and in other channels of wealth, we must not expect to find in sailors a universal perfection of character that certainly does not exist among landmen.

It must be admitted that, in an indirect manner, encouragement is given to the masters of merchantmen by the State to afford assistance to distressed vessels taken in with on the high seas. Our readers will doubtless have observed, from time to time, notices in the newspapers of such-an-one having received a telescope or binocular glass, from our own or foreign Governments, in recognition of services of that kind. Such recognition is undoubtedly valued by the sort of men

who would do their duty under any adverse circumstances, and whether they were to be thanked for so doing or not—would be to such men a pleasant souvenir of an occasion on which, as it pleased God, they had been able to save some of their fellow-creatures from a painful death; but that any number of telescopes would affect the conduct of a man not of the exceptionally high and pure-motived type, may reasonably be doubted. We suspect that the captain of the ship which put in at Falmouth is not likely to have his conduct swayed much by the prospect of Board-of-Trade binoculars; and, unless his conscience is his guide, and the principle of duty is strong within him, under similar circumstances in the future he is likely to act in a different manner. More must be done. We have lately enacted certain laws inflicting penalties on the master of a ship who, after collision with another vessel, does not remain by her, and do his utmost to ascertain the extent of her immediate danger, and relieve her distress. It is, we conceive, to be desired that authority of Government should also be brought to bear more directly on the cases of ships passing others at sea which there is reason to suspect of being distressed, without communicating with them by signal or otherwise.

But another step should be to recoup the owner of the relieving vessel to the full extent of the loss incurred in the performance of an act of duty; while the taking steps to prevent a ship's insurance being vitiated by any such necessity as proceeding to a port to land the distressed crew, when it is proved that she was compelled to do so from scarcity of provisions or water, would also be the removal of a serious grievance.

There may be other means of bringing about a greater heedfulness on the part of passing ships; but in whatever way the end is accomplished, it is certain that we should considerably reduce the annual list of ships whose only record is, "Not since heard of," could we insure a more faithful discharge of what would seem a sacred duty incumbent on every seaman.

Human life is becoming every year, in this country and in many others, more and more sacred. It is a bright omen for the future of any nation when this may be said of it. There are few truer tests of civilization than the extent to which

the people nationally recognise the sacredness of that vital spark which the Creator planted in the creature when He formed him in the image of Himself. England, as we have said, is not behind the foremost of the nations in her march of progress in this direction; but in that frantic and ever-increasing rush for wealth which characterises the times we live in there is a perpetual danger of some root of evil of the kind we have indicated springing into active operation; and constant watchfulness is therefore needed on the part of the legislature, and of the people, to protect those who would otherwise be trampled over and forgotten in the strife.

The successful run from New York or New Orleans, so many hours earlier than any ship has done it before—the first clipper from China with her season's teas—the fastest mail-steamer passage—make, not only a certain stir in a pretty wide circle, but represent a considerable increase of actual wealth. The despairing cry of those few poor seamen who, in their sinking craft, or who, perishing from hunger or thirst, see fading away on the distant horizon the white royals of some lofty ship which they had watched with such agonising alternation of hope and despair, is heard by God alone.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

THURSDAY, 4th June, 1874: THOMAS CHAPMAN, Esq., F.R.S., V.P., Chairman of the Institution, in the Chair.

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

Also the Report of Captain J. R. WARD, R.N., the Inspector of Life-boats to the Institution, on his recent visits to Rhyll, Llanddulas, Llandudno, and Cemaes.

Also the Report of Captain C. GRAY JONES, R.N., the Second Assistant-Inspector of Life-boats, on his recent visits to the Life-boat Stations at Moelfre, Bull Bay, Holyhead, Rhoscolyn, Rhosneigr, and Penmon.

Decided to form a Life-boat Establishment at Seascale, on the coast of Cumberland, if a suitable site could be obtained for the Life-boat House.

Also to appropriate the Station to the Misses TOMLINSON, of Kirkby Lonsdale, who had presented 800*l.* to the Institution to defray the cost of the new Life-boat Establishment, the boat to be named the *William Tomlinson*, after their late brother.

Also that an additional Life-boat be placed at Douglas, Isle of Man, and that, at the request of

Mrs. TURNER-TURNER, of AVON, Hants, the boat be named the *John Turner-Turner*, after her late husband, she and her son and daughter having presented 600*l.* to the Institution for the Life-boat, in addition to promising to contribute liberally every year towards the expense of maintaining it.

Read letter from Mrs. DUNVILLE, of Princess Gate, of the 3rd June, forwarding a contribution of 500*l.* to the Institution, in accordance with the wishes of her late husband, WILLIAM DUNVILLE, Esq.—To be specially thanked.

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

	£.	s.	d.
Proceeds of the "Plimsoll" Life-boat Fund, collected by Mr. JOHN TAYLOR, Royal Hotel, Derby	351	11	1
Royal Mersey Yacht Club, per F. M. ROSS, Esq.	75	0	0
Collected from the Captain and Passengers on board the Colonial Mail Steamer <i>Windsor Castle</i> , on her voyage from Dartmouth to Cape Town, per Captain J. HOWSON, additional	28	18	0
W. PECKOVER, Esq., additional	20	0	0
Proceeds of a Concert at Eardisley, per H. HOBSON, Esq., additional	15	0	0
Proceeds of an Entertainment by the Dramatic Club of the Honorable Artillery Company, per H. B. MATTHEWS, Esq.	10	10	0
Proceeds of Lectures by C. M. HARRISON, Esq., including 11 francs from the Royal Artillery at Guernsey.	1	0	0
—To be severally thanked.			

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

	£.	s.	d.
The late ALEXANDER ANNANDALE, Esq., of Lasswade (per Edinburgh and Leith Branch)	200	0	0
The late Captain ROBERT GIBSON, R.N., C.B., of Lancaster (duty free)	100	0	0

Decided that various works be carried out at the Burnham, Sennen, and Kessingland Life-boat Stations, at an expense of 322*l.* 10*s.*

Paid 1,014*l.* 3*s.* 2*d.* for sundry charges on various Life-boat Establishments.

Voted 9*l.* 6*s.* 6*d.* to pay the expenses of the St. Andrews Life-boat, in putting off during a N.E. gale, on the 12th May, and rescuing 6 persons from the schooner *Anna*, of Drammen, Norway, which became a total wreck on the East Sands in St. Andrews Bay.

Also 8*l.* 7*s.* 6*d.* to pay the expenses of the Ramsey Life-boat, in going out during a strong N.E. wind, and in a rough sea, on the 15th May, and rendering important service to the distressed yacht *Kilda*. The owner and his wife were taken ashore in the Life-boat; and, with the aid of the boat's crew, the yacht and crew of 3 men were also taken safely into harbour.

Reported that the Barmouth Life-boat had put off to a large full-rigged ship, which had gone on St. Patrick's Causeway, on the 1st June. Fortunately the vessel, which proved to be the *Ryerson* of Yarmouth, N.S., was extricated from her dangerous position, with the aid of a steam-tug and the Life-boat.

Voted the Silver Medal of the Institution, and its thanks inscribed on vellum, to Mr. MICHAEL LANGAN and Mr. THOMAS MCCOMBIE, the first and second officers of the steamer *Princess Alexandra*, belonging to the Commissioners of Irish

Lighthouses, together with a reward of 20*l.* to twelve men who had put off with them in the steamer's gig and cutter, and saved, under perilous circumstances, 3 of the crew of the brig *Hampton*, of Dublin, which was wrecked on the *Ball Sand*, in Dublin Bay, during a heavy gale from the W.S.W., on the 13th April last.

The thanks of the Institution were also voted to Captain A. KNOX-GALWAY, the commander of the steamer, for his valuable and successful co-operation on the occasion.

Also the thanks of the Institution inscribed on vellum to Mr. W. DAISY, Inspecting Officer of R.M. Coastguard at Ballyheige, Ireland, and 13*l.* to ten Coastguard-men under his orders, for their services in assisting to save the crew of the wrecked barque *Magnolia*, of Christiania, on the 26th March.

Also the thanks of the Institution inscribed on vellum and 2*l.* to Mr. MARTIN KENNEDY, Light-house-keeper at Ballinacourty, Ireland, for saving the master of the schooner *Morning Star*, of Dublin, which was wrecked near the Lighthouse on the 10th Feb.

Also the thanks of the Institution to Mr. RICHARD JENKINS, chief officer of H.M. Coastguard at Carrickfergus, for assisting to save 4, out of 5, of the crew of a boat belonging to the schooner *Relief*, of Dublin, which was capsized in Belfast Lough, during squally weather on the 5th Dec.

Also 3*l.* to twelve men for putting off in a boat from Pakefield, and bringing ashore the crew of 3 men of the boat *Water Lily*, of Lowestoft, which had been capsized off Pakefield on the 7th April.

THURSDAY, 2nd July: The Chairman of the Institution, in the Chair.

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

Also the Report of the Inspector of Life-boats in his recent visits to Watchet, Minehead, and Burnham.

Also the Report of Capt. D. ROBERTSON, R.N., Assistant-Inspector of Life-boats, on his visits to Berwick-on-Tweed, Holy Island, North Sunderland, Alnmouth, Boulmer, Hauxley, Newbiggin, Blyth, Cullercoats, Tynemouth, Sunderland, Whitburn, Seaham, West Hartlepool, Stockton, Seaton Carew, Middlesborough, Redcar, Saltburn, Robin Hood's Bay, Whitby, Uppang, and Staithes.

Also the Report of the Second Assistant-Inspector of Life-boats on his recent visits to Llandulas, Llanddwyn, Porthdinhaen, Abersoch, Portmadoc, Aberdovey, Aberystwith, and Penarth.

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

	£.	s.	d.
The Misses HEWITT, of Lytham, per Lytham Branch, additional	100	0	0
Collected at the Parish Church of All Saints', Maidstone, on 30th May, per Rev. D. D. STEWART, M.A.	18	13	3
Part proceeds of Foresters and Odd Fellows Fête at Ipswich, at Whittumside, per H. STEVENS, Esq., additional	5	0	0
Employees of Messrs. FRANCIS PEER, WINCE, & Co., per Mr. J. PALMER	3	3	0
Scholars at Alexander Academy, Ashford, per THOMAS H. VIE, Esq., additional	0	15	0

—To be severally thanked.

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

	£.	s.	d.
The late Mrs. HANNAH YATES, of Sheffield, for a Yorkshire Life-boat Establishment	1,000	0	0
The late Miss MARY RICHARDSON, of Edinburgh (duty free)	500	0	0
The late SAMYNTAS STANNAH, Esq., of Gower Street	500	0	0
The late Rev. E. M. HEARN, of Stainforth, Yorkshire	19	0	0

Decided to form a Life-boat Station at Watchet, on the coast of Somerset.

Also to appropriate the Station to Mrs. JOSEPH SOMES, of Monkleigh, North Devon, who had presented 1,000*l.* to the Institution, the boat being named the *Joseph Somes*, after her late husband.

The Countess of EGREMONT had granted every facility to the Institution in obtaining a site, free of expense, on which to erect the Life-boat House. —To be thanked.

Decided also to replace the present old Life-boat at Moelfre, on the coast of Anglesey, by a self-righting boat.

Lady VIVIAN had been most assiduous in collecting the cost of a Life-boat, and, with her consent, this boat was appropriated to her fund, and named after her Ladyship.

Reported the transmission to their Stations of the Brancaster and Montrose No. 2 new Life-boats.

The Great Eastern Railway Company had kindly granted the Brancaster boat a free conveyance from London to Hunstanton, and the Caledonian Railway Company had taken the Montrose Life-boat from Carlisle to its destination, free of charge.—To be respectively thanked.

Decided that various works be carried out at the Irvine and Longhope (Orkneys) Life-boat Stations, at an expense of 506*l.* 19*s.*

Voted the thanks of the Institution to L. J. SARGEANT, Esq., late General Manager and Secretary of the South Devon Railway Company, in acknowledgment of his long and valuable co-operation, under the instruction of his Directors, in arranging for the free transport over their system of the Life-boats of the Institution.

Paid 2,140*l.* 2*s.* 3*d.* for sundry charges on various Life-boat Establishments.

Voted 14*l.* 10*s.* to pay the expenses of the Portmadoc and Barmouth Life-boats, in putting off to the assistance of ships which had stranded on St. Patrick's Causeway, but which did not ultimately require the services of the Life-boats.

Reported that the Ramsgate Life-boat had gone out on the 13th June, in tow of the harbour steamer *Vulcan*, with the view of rendering assistance to a vessel which was reported to be in distress on the Long Sand, but that their services were not ultimately called into requisition.

Voted the Silver Medal of the Institution and its thanks inscribed on vellum to Mr. JOSEPH URELL, chief officer of H.M. Coastguard at Hope Cove, and to Mr. EDWIN PARKER, chief boatman in charge at the Motcombe Coastguard Station, in acknowledgment of their gallant services in taking command of the Coastguard boats when they were respectively the means, under very perilous circumstances, of saving 3 of the crew of the brigantine *Theodor*, of Hamburg, and the crew of 9 men of the French steamer *Aivali*, which vessels were in imminent peril near the Coastguard Stations during a gale of wind from the S.W., and in a heavy sea, on the 14th February last.

Also 1*l.* to JAMES KIRWAN for swimming out in

a strong sea, and saving a lady who was in imminent danger of being drowned off Tramore on the 29th June.

THURSDAY, 6th August: The Chairman of the Institution, in the Chair.

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

Also the Report of the Inspector of Life-boats on his recent visits to Brancaster, Hunstanton, Scarborough, Filey, Bridlington, Flamborough, Hornsea, Withernsea, Cleethorpes, Donna Nook, Theddlethorpe, Skegness, Chapel, Wells, Penzance, and Scilly.

Also the Report of the Assistant-Inspector of Life-boats on his visits to Staithes, Whitby, Kircudbright, Whithorn, Port Logan, Port Patrick, Ballantrae, Girvan, Ayr, Troon, Irvine, Campbeltown, and Southend.

Also the Report of the Second Assistant-Inspector of Life-boats on his recent visits to Penarth, Porthcawl, Swansea, Pembrey, Ferryside, Tenby, Milford, Solva, St. Davids, Fishguard, Cardigan, Newquay, and Aberystwith.

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

	£.	s.	d.
Mrs. NOTTINGHAM, as a memorial of her late uncle, ARCHIBALD WORTHINGTON, Esq., of Whitchurch, Shropshire	250	0	0
Executors of the late Miss MARY GRAY RATRAY, of Tavistock Square	200	0	0
Ancient Order of Foresters, annual subscription in aid of the support of their two Life-boats, per SAMUEL SHAWCROSS, Esq.	100	0	0
Trustees of the late THOMAS BOYS, Esq., per G. H. WHITE, Esq., additional	50	0	0

—To be severally thanked.

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

	£.	s.	d.
The late Miss SARAH BIGGS, of St. John's Wood (duty free)	1,000	0	0
The late Mrs. ROBINA MILLAR, of Earnock, N.B. (duty free)	1,000	0	0
The late W. H. SKURRAY, Esq., of Leamington (duty free)	200	0	0
The late Miss H. E. PERRY, of Southport (duty free)	50	0	0

Reported the transmission to its Station of the Scilly Islands Life-boat. The Bristol and Exeter, and South Devon, Cornwall, and West Cornwall Railway Companies had kindly granted the boat a free conveyance over their lines from Bristol to Penzance, whence the boat was taken to its Station by steamer.—To be respectively thanked.

The public inauguration of the Life-boat Station took place on the 1st August, under the superintendance of the Inspector of Life-boats. Most of the inhabitants of the island were present, and many persons, including several of the Wesleyan Ministers who were attending their Conference at Camborne, went over specially from Penzance in an excursion steamer to attend the demonstration. After the usual ceremony of naming, the Life-boat was successfully launched, and tried under oars and sails. It was afterwards upset twice alongside a vessel in the harbour to show its self-righting and other properties, everything passing off very satisfactorily, and the boat being generally admired.

Decided that various works be carried out at

the Worthing and Seascall Life-boat Stations, at an expense of £30l.

Voted the thanks of the Institution to Mr. H. TRECINDO and Mr. WILLIAM SHIBER, in acknowledgment of their past valuable co-operation as the Honorary Secretaries, respectively, of the Newquay (Cornwall) and Buckie Branches of the Society.

Read letter from Mr. R. B. FORBES, of Milton, Massachusetts, of the 23rd June, transmitting a copy of a letter which he had addressed to the President of the French Shipwreck Society, in regard to the best means for mitigating the dangers of the Atlantic navigation.—To be thanked.

Voted the sum of 10l. to Mr. JOSEPH COX, late coxswain of the Appledore Life-boats, as a special mark of the Committee's appreciation of his long and gallant services in those boats in saving life from shipwreck.

Read letter from his Excellency the GOVERNOR of the ISLE of MAN, of the 8th and 20th July, expressing his satisfaction that the Institution was about to place a second Life-boat at Douglas, and offering every facility in regard to the reception of the boat.—To be acknowledged.

Paid 1,733l. 10s. 8d. for sundry charges on various Life-boat Establishments.

Voted the Silver Medal of the Institution, in thanks inscribed on vellum, and 10l. each, to Mr. JOHN SIMPSON, late mate of the Ramsgate Harbour steam-tug *Aid*, and to Mr. WILLIAM WHARRIE, engineer of the steamer, in acknowledgment of their gallant services, extending over twenty years, on occasions when the Ramsgate Life-boat had been towed by that steamer to vessels in distress, and had saved nearly 500 lives from shipwreck on the Goodwin Sands.

Thursday, 3rd September: GEORGE LYALL, Esq., Vice-Chairman of the Institution, in the Chair.

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

Also the Report of the Inspector of Life-boats on his recent visits to Moelfre, Penmon, Liverpool, and Douglas.

Also the Report of the Assistant-Inspector of Life-boats, on his visits to the Troon, Isle of Arran and Ayr Life-boat Stations.

Also the Report of the Second Assistant-Inspector of Life-boats on his visits to Guernsey, Alderney, Weymouth, Kimmeridge, Chapman's Pool, and Poole.

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

	£.	s.	d.
Independent Order of Odd Fellows' (Manchester Unity) Annual Subscription in aid of the support of their Life-boat at Cleethorpes, per HENRY RATCLIFFE, Esq.	50	0	0
Lady LOUISA PERCY, additional	25	0	0
Do., in aid of the Northumberland Life-boats	25	0	0
RICHARD PALMER, Esq., additional	25	0	0
Collected by SIR WILLIAM CLAYTON, Bart., additional	6	12	0
Canteen Committee of H.M.S. <i>Excellent</i> , per Captain BRANDRETH, R.N.	5	0	0
Collected on board the Cape Mail Steam-ship <i>American</i> , on her recent voyage from the Cape to Southampton, per Captain H. BALLARD	4	4	0

—To be severally thanked.

Reported the transmission to their Stations of the Douglas No. 2 and Moeltre Life-boats. Public demonstrations on the occasion of the launches of the boats had taken place at each station.

The Isle of Man Steam-Packet Company had kindly allowed the Douglas boat to be towed, free of charge, by one of their steamers, from Liverpool to its Station.—*To be thanked.*

Read letter from the Secretary of the North Berwick Branch, of the 29th August, stating that the annual public exercise and exhibition of the Life-boat had taken place on that day, and, although the weather was very unfavourable, a collection of 42l. had been made on behalf of the Life-boat Fund.

Reported that A. J. BAKER-CRESSWELL, Esq., had kindly promised to give the Institution the stone required for the building of the Cresswell Life-boat House, and to allow his own workmen to do all the masons' work, free of any charge.—*To be thanked.*

Paid 546l. 17s. for sundry charges on various Life-boat Establishments.

Voted 9l. 13s., in addition to 13l. granted by the shipowner, to pay the expenses of the Southport Life-boat in putting off, in a very heavy sea, on the 11th August, and bringing safely ashore 2 men from the barque *Jane Young*, of Ardrossan, which had gone ashore on Ted's Bank. At the request of the master, the Life-boat subsequently returned to the vessel, and remained by her during the night.

Also 7l. 4s. to pay the expenses of the Bull Bay Life-boat, in going off, in reply to signals of distress from the schooner *Baltic*, of Liverpool, during a strong gale from the north, on the 14th August. On the arrival of the Life-boat, the shipwrecked crew, numbering 3 men, threw a rope to the boat, by which means they were drawn through the water into the Life-boat. Shortly afterwards their vessel drove on the rocks and became a total wreck.

Also 8l. 14s. 5d. to pay the expenses of the Banff Life-boat in going out, while it was blowing a strong gale from the N.E., and a heavy sea was running, on the 15th August, and rescuing the crew, numbering 10 men, of the fishing-boats *Ocean*, of Macduff, and *Guiding Star*, of Banff, which became total wrecks on the rocks near the entrance to Macduff Harbour.

Also 8l. 10s. to pay the expenses of the Buckie Life-boat in putting off and saving the crews, consisting of 17 men, from three fishing-boats which were in distress off Buckie during a strong N.E. gale, on the 14th August.

Also 12l. 15s. 6d. to pay the expenses of the Braintree Life-boat in going off, in a heavy sea, and bringing safely ashore 5 persons from the brig *Caroline*, of Bideford, on that vessel losing her foremast and going on the north tail of Barnstaple Bar, on the 31st August.

Also 17l. 9s. to pay the expenses of the Life-boats at Fraserburgh, Courtmacsherry, and Abersoch, in either assembling the crews or going out in reply to signals of distress from vessels which did not ultimately require the aid of the boats.

Also the Silver Medal of the Institution, its thanks inscribed on vellum, and 2l., to JOHN WARRER, in acknowledgment of his gallant services on the occasion of the barque *Alceste*, of Greenock, being wrecked in Portaline Bay, Co. Donegal, when he with great difficulty swam ashore with a line through a heavy sea, whereby 15 of the crew were saved from the wreck.

Also 5l. to the crew of a fishing-boat for rescuing 2 men whose boat had been capsized during squally weather near Canower, Co. Donegal, on the 6th June last.

Also 3l. 10s. to the crew of a fishing-boat for saving 2 men from the boat of the trawler *Shark*, of Cardigan, which had been struck by a heavy sea and upset on Cardigan Bar, on the 10th July.

Also 2l. to four men for rescuing 3 others whose boat had been capsized in a squall while they were fishing off the shoals of Broom Hill, Co. Waterford, on the 3rd July.

Also 2l. to a Yarmouth boat's crew for putting off and saving 3 men whose boat had been blown out to sea, and was in a dangerous position near the Barber Sand, on the 11th ult.

Read letter from the BOARD OF TRADE, of the 12th August, forwarding a Binocular Glass which that Department had received, through the Foreign Office, from His Majesty the EMPEROR OF GERMANY, for presentation to the coxswain of the Swansea Life-boat of the Institution, in recognition of the services rendered by that boat on the occasion of the wreck of the German ship *Triton*, on the Mixen Sand, on the 29th August, 1873.

His Imperial Majesty had also granted a money reward to the crew of the Life-boat for their services on that occasion.

THE LIFE-BOAT'S CREW.

Is it the hireling's greed of gain
Urges them o'er the seething main?
Is it to glean with wrecker's glee
The doleful harvest of the sea?

Is it to grasp with iron grip
The riddled flag of the foeman's ship—
To haul to port the hard-won prize
Before a navy's wondering eyes?

Nay! 'Tis to rescue human life
They battle with the waves' fierce strife;
Each stalwart arm is strained to save
A brother from a watery grave.

Bent on a high, heroic deed,
They cleave the deep with arrowy speed—
A gallant, noble, fearless band,
The pride and flower of Albion's land.

All honour to the seaman bold
Who manned our ships in days of old;
Through them old England loudly spoke
In thunder from her native oak;

They warded well the stormy sea,
They kept our country great and free:
Their glorious acts from age to age
Shall live and glow on History's page.

Yet braver not the mighty dead
Who for their country's freedom bled
Amid the din and shock of war
At Camperdown and Trafalgar,

Than those who, moved by pity's power,
The Life-boat launch in danger's hour,
And hasten o'er the billows dark
To save the crew of the sinking bark.

R. A. MOUNTJOY.

HISTORY OF THE LIFE-BOAT, AND ITS WORK.

By RICHARD LEWIS, Esq., Barrister-at-Law. With Illustrations and Wreck Chart. Cr. 8vo., cloth extra, price 5s. Just published by Macmillan and Co., and to be had by order, of all booksellers.

NOTICE.—The next number of the "Life-boat Journal" will be published on the 1st of February, 1875.

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—Boulmer—Alnmouth—Hexley—Creswell—Newbiggin—Blyth (two boats)—Cullercoats—Tyne-mouth (two boats)	South Devon—Sidmouth—Ermouth—Teignmouth—Brixham—Salcombe—Plymouth—Cornwall—Looe—Fowey—Mevagissey—Porloe—Palmaroth—Porthoustock—Cadgwith—Lizard—Mullion—Porthleven—Perrancoe—Sennen—Cawsilly Isles—St. Ives—Hayle—New Quay—Padstow—Port Isaac—Bude	Kirkcudbright—Kirkcudbright	Wigtonshire—Whithorn—Port Logan
Durham—Whitburn—Sunderland (four boats)—S Seaham—West Hartlepool (two boats)—Sutton Crew	North Devon—Cloveley—Appledore (two boats)—Braunton—Morte Bay—Ilfracombe—Lynmouth	Argyllshire—Campbeltown—Southend	Caithness-shire—Thurso
Yorkshire—Middleborough—Redcar—Saltburn—Ranwick—Ugawg—Waddy (two boats)—Scarborough—Filey—Flamborough (two boats)—Bridlington—Hornsea—Wither-ess	Somerset—Watchet—Burnham	Orkney Islands—Longhope—Stromness	Elginshire—Lossiemouth
Lincoln—Cleethorpes—Donna Nook—Theddlethorpe—Sutton—Chapel—Skegness	Cheshire—New Brighton—do. Tubular	Aberdeenshire—Fraserburgh—Peterhead	Kincardineshire—Stonehaven
Norfolk—Hunstanton—Brancaster—Wells—Blakeney—Sheringham—Cromer—Mundesley—Bacton—Bashborough—Falling (two boats)—Winterton—Caister (two boats)—Yarmouth (two boats)	Lancashire—Southport—Lytham—Blackpool—Fleetwood—Piel	Forfar—Montrose (two boats)—Arbroath	Buddon Ness and Broughty Ferry (Dundee)
Suffolk—Gorleston—Corton—Lowestoft (two boats)—Fakenfeld (two boats)—Kessingland (two boats)—Southwold (two boats)—Dunwich—Thorpe Ness—Aldborough	Cumberland—Whitehaven—Maryport—Silloth	Fifehire—St. Andrews—Aunstruther	Haddingtonshire—North Berwick
Kent—Margate—Kinggate—Broadstairs—Ramsgate—North Deal—Walmer—Kingsdowne—Dover—New Romney—Dungeness	Isle of Man—Ramey—Douglas (two boats)—Castletown	Dumbar	
Sussex—Eys—Winchelsea—Hastings—Eastbourne—Newhaven—Brighton—Shoreham—Worthing—Selsey—Chichester Harbour	WALES.		
Hampshire—Hayling Island	Glamorganshire—Penarth—Porthcawl—Swansea	IRELAND.	
Isle of Wight—Bembridge—Brightstone	Carmarthenshire—Pembrey—Carmarthen Bay	Co. Londonderry—Greencastle	
Grange—Brooke	Cheshire—New Brighton—do. Tubular	Antrim—Portrush	
Alderney—St. Anne	Lancashire—Southport—Lytham—Blackpool—Fleetwood—Piel	Down—Groomsport—Rallywalter—Tyne	
Guernsey—St. Samson's	Cumberland—Whitehaven—Maryport—Silloth	Newcastle (Dunrum Bay)	
Dorset—Poole—Chapman's Pool—Kiln-dridge—Weymouth—Lyne Regis	Isle of Man—Ramey—Douglas (two boats)—Castletown	Louth—Dundalk—Drogheda (two boats)	
	Wales—Glamorganshire—Penarth—Porthcawl—Swansea	Dublin—Skerris—Rogertown—Rowth—Poolbeg—Kingstown	
	Carmarthenshire—Pembrey—Carmarthen Bay	Wicklow—Greystones—Wicklow—Arkla	
	Pembrokeshire—Tenby—Millford—Solva—St. David's—Pisgarnog (two boats)	Wexford—Courtown—Cahore—Wexk (two boats)—Carnore—Dunannon	
	Cardiganshire—Cardigan—Newquay—Aberystwith	Waterford—Tramore—Dungarvan—Asmors	
	Merionethshire—Aberdovey—Barmouth	Cork—Youghal—Rallycootun—Queenstown—Courtmacsherry	
	Carmarvonshire—Portmadoc—Aberstoch	Kerry—Valentia	
	Porthmillaen—Orme's Head		
	Anglesey—Llandwyn—Rhosneigr—Rhoscolyn—Holyhead—Cemaes—Bull Bay—Moelfre—Penmon		
	Denbighshire—Llandudula		
	Flintshire—Llyyl (Tubular)		

Total, 242 Life-boats

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

Alexander, Danish brig—saved vessel and	8	Fortuna, barque, of Gothenburg—assisted to save vessel and	16	Maria Bowland, schooner, of Nantes—saved vessel and	7	Scott, barque, of Sunderland	
Amazon, barque, of Gothenburg	18	France, brig, of Porthcawl	8	Maria Emile, schooner, of St. Louis	5	Seventeenth of May, schooner, of Christiania	
Annie Brooks, schooner, of Bideford	3	Françoise Marie, brig, of Casn—saved vessel and	7	Mary, schooner, of Laxey	4	Skiff, of Wicklow—saved boat and	
Anna Gestia, Dutch galliot	3	Gen, schooner, of Wexford	6	Mary Ann, schooner, of Bideford	4	Snowdrop, fishing smack, of	
Belle Isle, brig, of Shoreham	8	Georg and Louise, brig, of Rostock—remained by vessel	7	Mary Ann, schooner, of Plymouth	5	Spee, brigantine, of Plymouth	
Catherine, schooner, of Amlwch	8	George IV, schooner, of Amlwch—saved boat and	2	Mary Ann Hanson, barque, of Exeter—remained by vessel	1	Thomas and Sons, schooner, of Carmarvon—remained by vessel	
Caline, schooner, of Gravelines	7	Gold Finder, schooner, of Belfast—rendered assistance	4	Milow Lockhart, barque, of North Shields	15	Torrner, brig, of Irvine	
Dalhith, schooner, of Stormoway	4	Rank, schooner, of Chepstow—saved vessel and	4	Nicom, yacht, of Dalkey	4	Triton, Prussian barque	
David, Prussian schooner—saved vessel and	6	Bendon, brig, of Sunderland—assisted to save vessel and	9	No. 4, schooner, of Arundel	12	Unicorn, brigantine, of Irvine	
Die Schwalbe, barque, of Rostock—saved vessel and	10	James, schooner, of Arbroath	4	Otto, brig, of Moss, Norway	8	Woodham, steamer, of Christiania	
Dollart, schooner, of Detrum	10	James, schooner, of Carnarvon	4	Peggy, sloop, of Cardigan	2	Widow, schooner, of Whitehaven	
Druid, screw steamer, of Sunderland	4	Leeward, schooner, of Brixham—assisted to save vessel and	7	Pilot cable, of Scarborough—saved cable and	6	Yarrow, barque, of Amsterdam—assisted to save vessel and	
Dunmad, ship	10	Leven, sloop, of Inncome	2	Princess of Wales, barque, of Glasgow	16		
Edwin Russell, barque, of Sunderland	2	Little Queen, fishing hooker, of Dungarvan	6	Prosperity, sloop, of Portmadoc	3	Total lives saved by Life-boats, in 1873, in addition to 21 vessels	41
Emmanuel, lugger, of Nantes	8	Lizzie, 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	11
Evode, brig, of Naples—saved vessel and	11	Lord Henick, schooner, of Maldon—saved vessel and	6	Rambler, schooner, of Plymouth	2		
Express, schooner, of Barnstaple	3	Lord Retiaven, schooner, of Banff	3	Rambler, schooner, of Wexford	2	Total of Lives saved in Twelve Months	68
Fiatore, 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		
Flora, brig, of Guernsey—assisted to save vessel and	8	Maria Nathalia, Russian schooner	9	Resolvance, brig, of Middleborough	8		
Fornham, barque, of Gravelines—assisted to save vessel and	11			Sarah, schooner, of Strangford	4		
				Sarpsborg, 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-BEAT 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 33 Silver Medals and Votes of Thanks on Vallum, an pecuniary rewards to the amount of £2,028.

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 22,563; for which Services 51 Gold Medals, 855 Silver Medals, and £42,525 in cash have been paid in Rewards.

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

Donations and annual Subscriptions are earnestly solicited, and will be thankfully received by the Bankers of the Institution, Messrs WILKIN, FRANKLYN, and Co., 76 Lombard Street; by the other Bankers in the United Kingdom; and by the Secretary, ROBERT LAW, Esq., of the Institution, 14 JOHN STREET, ADLPHI, London, W.C.—November, 1874.