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## ROYAL COMMISSION ON UNSEAWORTHY SHIPS.

### FINAL REPORT

IN our last number we commented on the first portion of this important Report, comprising the clauses on "Overloading and Load Line," "Deck Loads," "Grain Cargoes," and "Survey of British Merchant Ships."

Of the remaining clauses some will only call for a very cursory glance, as, although affecting more or less the welfare of the Mercantile Marine, they have only an indirect connection with the question of loss of life at sea, with which we are more immediately concerned.

*Remedial Legislation.*—Taking the several clauses consecutively, the next that calls for observation is that headed "Remedial Legislation;" which thus commences:—

"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 Ship-building and with the interests of our Mercantile 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admit that many enactments, designed to secure safety of life at sea, have been mischievous, and should be modified or repealed.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."

Several instances are then quoted of failure of past legislation when brought to

the test of practical application. It is stated that the law requiring boats to be carried in proportion to tonnage had been found to be impracticable; that by the Act of 1873 the BOARD OF TRADE had taken discretionary power in the matter, but that their surveyors sometimes differed in their views, the number of boats sanctioned at one port being afterwards disallowed at another, occasioning thereby expense to the owner and obstruction to trade.

So as regards ships' lights: it is admitted that they are most important for the avoidance of collisions, but shipowners are said to complain that the lights approved by one surveyor are disapproved by another, and that the BOARD OF TRADE have not as yet prescribed any satisfactory standard of efficiency, yet tell them that they must obey the statute.

Again, that watertight bulkheads are undoubtedly a security against a ship's foundering at sea, but that the law prescribing two bulkheads as a minimum served but to increase the risk and give a false notion of security. The Commissioners, on this head, also see great practical difficulty in the way of legislation.

The position of sea-cocks, double bottoms for water ballast, insufficient security of the ventilating hatchways of engine-rooms and stoke-holes, the mode of testing chain-cables, the adjustment of com-

passes in iron ships, regulations as to safety-valves, are all referred to under this head, and the general conclusion come to is that they are not matters for legislation; and the Commissioners state that the evidence respecting them evinces the inexpediency of incessant interference in details connected with shipping; that the BOARD OF TRADE have now large discretionary powers; that the judicious exercise of those powers will suffice to check negligent shipowners without harassing the whole mercantile community, and that much legislation on matters of detail might be advantageously dispensed with. Finally, after observing that the present system of compulsory pilotage is not conducive to the security of life or property at sea, and that it will be advantageous to get rid of it, they pronounce the opinion, "that all systems which tend to remove responsibility from shipowners and their paid servants are against the true principles of public policy, and that they consider compulsory pilotage to be one of those systems."

Without disputing the general correctness of the principles above enunciated by the Commissioners, we question whether, looking to the fearful calamities that occur from time to time, such as those to the *La Plata* and *Cospatrick*, the British public will be satisfied that such questions as those on adequate supply of boats and rafts, and a sufficient number of watertight bulkheads in iron ships, shall be left to the discretion and responsibility of shipowners, at least in the case of passenger ships. Property may be left to the care of those interested in it; but experience has amply shown that a sense of duty and feelings of humanity, where their pecuniary interests are concerned, have not sufficient influence over many persons to induce them to provide for the safety of human lives intrusted to their care.

*Inquiries by the Board of Trade.*—

The Commissioners, at the outstart, under this heading, state that serious objections are entertained to the present

mode of conducting these inquiries; that the tribunal does not command general confidence; that the mode of procedure was said to be dilatory and expensive, the power of the court ill defined; that in some cases it could not be enforced; and that the present mode of conducting these inquiries assumed the shape of a criminal proceeding against the captain, rather than a careful investigation into the cause of the disaster. Again, that the court has no power over the shipowner, who, however culpable, was altogether beyond its jurisdiction.

The Commissioners consider it a matter of public interest that these inquiries should be conducted in such a manner as might best disclose the circumstances to which every disaster at sea should be ascribed. They, therefore, attach great importance to the institution of such searching and impartial inquiry as might show whether the casualty had arisen from faulty construction of the vessel, bad stowage, or from circumstances connected with her navigation—the incompetence of the officers, or the neglect or misconduct of the crew.

In commenting on the preliminary inquiries made by the "Receivers of Wrecks," they state that, founded on the evidence they had obtained, they 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 on the propriety of an official inquiry. And, should such an inquiry be deemed advisable with the view of ascertaining the cause of the disaster, and thereby guarding against future casualties, that there should be a complete severance between the inquiry and any proceedings of a penal character; that it should be a mere inquest into the cause of the loss or casualty, the result being reported to the BOARD OF TRADE, and the Board having power to prosecute the shipowner, or to proceed criminally against the master, mate, or any member of the crew, whose neglect of duty might have occasioned the disaster.

The Commissioners then proceed:—

"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.—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."

We entirely agree with the view the Commissioners have taken of this subject, and think that the importance of such inquiries cannot be overrated.

*Under-manning.*—An undoubted cause of the loss of many ships is their being under-manned, or indifferently manned. A ship, in fine weather and smooth sea, may be safely navigated by a very few men; but in cases of emergency—of sudden storms and changes of wind, splitting sails or carrying away masts, working off a lee shore, entering a port with baffling winds, &c.—the case is very different; and want of skill or of celerity

of movement may at any moment prove fatal. The Report states, on this head, that

"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 Ship-owners 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."

So great, indeed, is said to be the deficiency of British able seamen, that captains of our merchant ships could not man their vessels without Swedes, Norwegians, and Lascars. The British seaman, as a rule, is said not to be deficient in elementary education, it being a rare exception when he cannot write; but he is often deficient in thrift, in sobriety, in discipline, and in that self-control which it is one of the important objects of education to promote. Parliament has endeavoured, by various enactments, to ameliorate his condition and improve his character, yet much remains to be wished for in that direction. That large bodies of men in early and ripe manhood, separated, to a great extent, from the humanising influences of domestic life and intercourse with the other sex in respectable life, are ever likely to be as tractable and generally well-conducted as those of their own class on the land, except when subjected, as in the public services, to naval or military discipline, is perhaps too much to expect; nevertheless, we believe that when a higher moral tone and better education are general amongst the classes from which they mostly spring, and when the majority of our merchant seamen are chiefly supplied by the training ships—which are increasing in number, and should be in every mercantile port—we believe that a vast improvement will take place in the morale, physique, and capability of the British merchant sailor.

*Shipping Offices and Discipline.*—These offices, in the large ports, 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 shipping master.

We are glad to observe, however, that the Commissioners have not consented to look at the matter from the shipowners' point of view alone. They justly remark that the arrangement was made for the protection of the seaman, in order that he might be better acquainted with the articles signed by him, with his pay, the duration of his voyage, and other details.

They observe that the practices by which sailors were obtained before the establishment of shipping offices were corrupt and degrading, and that if the captain of a 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. They, therefore, decline to recommend the abolition of shipping offices, but desire that it should be remembered they were not intended to relieve captains from the trouble of seeking men fitted for sea service.

They state that the anxiety of Parliament to protect the seaman and treat him as incompetent to take care of himself, and to require the special interference of the legislature, has exercised a bad effect on his character; has tended to destroy confidence between the captain and crew, and to promote insubordination where good discipline is essential to safety.

Nevertheless, the fact remains, that he was treated as incompetent to take care of himself because he really was so. When the better circumstances arise, to which we have above referred, we will hope that the tutelage to which he is now, we think beneficially, subjected may be advantageously withdrawn, as it will be no longer needed.

After relating some of the causes which

are said to have impaired discipline by weakening the authority of the master of a ship over his crew, the Report states:—

"There appears, practically, to be very little power of punishing the Sailor for anything but mutinous conduct, in consequence of which he can be guilty, with 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 cumbrous remedy, than that of being treated as mutiny, or of being only punished when they have produced fatal results."

The question as to the preservation of discipline in a merchant ship, and more especially in one of small or average size, is, we think, a very difficult one. In the ship of war the case is very different; her captain is not only supported by his executive officers, by the ship's police, and by that staunch and splendid corps, the Royal Marines, who, in the few cases where ships' companies have shown a mutinous spirit, have invariably stood by the captain and officers; but he is virtually backed by the whole armed fleet to which he is attached, and, indeed, by the whole naval and military forces of the kingdom; and even in the larger class of merchant ships the captain is supported by several officers, and in them, as a rule, the majority of the ship's company would be well inclined. But in the smaller merchant vessel in the foreign trade the master stands virtually alone. The mate and the men are companions, and they will perhaps in general hang together. Everything will then depend on the tact and fitness for command of the master himself. If he be a skilful seaman, taking an interest in his crew as well as in his ship, and combining kindness of heart with some firmness of character, the probability is he will have little or no trouble with his men, and that, even if there should be

one or more "black sheep" amongst them, the better men will stand by him and keep the others in check.

The writer once took a passage in a merchant brig, and during the whole time that he was on board the crew were sulky and almost mutinous, whilst the master seldom spoke to any of them without an oath, and generally in a more or less offensive manner. It was but too evident that the fault was not all on the side of the men.

*Compulsory Apprenticeship.*—On this vexed question the Report states:—

"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 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 6*d.* 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."

The Commissioners further state:—

"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."

We have frequently in this Journal advocated compulsory apprenticeship, and to this proposed scheme of such apprenticeship, combined with training ships, we heartily echo the sentiments of the Commission; for we firmly believe that, within the life of a generation it would raise our Mercantile Marine to the high and noble position which it ought to occupy, not only in vast numerical superiority to any of the other Merchant Navies of the world, but, by the character of its members, as one of the greatest civilising influences over the most distant regions of the globe.

*Desertion in Foreign Ports.*—This is an undoubted evil, which, as the Report states, deserves the serious consideration of the Government.

*Advance Notes.*—We feel so strongly that any system of payment to the seaman of wages before they are earned must be ruinous to him, being a direct incentive to dishonesty and to recklessness when on shore in the intervals between the periods of his employment afloat, that we give *in extenso* the remarks and recommendation of the Commission on the subject.

"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 Seaman 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 considerable 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."

We rejoice to think that the Report recommends the complete abolition of this unmitigated evil, by making all advance notes illegal.

*Marine Insurance.*—This difficult and complicated question is one of too great importance and involving too vast interests to be treated hastily; we have in former numbers remarked on it, and will

probably, in a future one, do so more in detail; for the present, therefore, we reserve its discussion. In the meantime we would strongly recommend a careful perusal of that portion of the Report which refers to it. The Commissioners clearly point out the evils and anomalies in connection with the present system of insurance, and also the difficulties in the way of remedying them. They then say:—

"It appears to us that our whole system of Insurance Law requires complete revision; for not only does it allow the Insured in some cases to recover more than 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."

The Report states that in some cases of "valued policies," shipowners have been allowed to recover 50, even 100, per cent. more than the value of their vessels.

It may be impossible to prevent such over-insurance being in one form or another effected, but there cannot be two opinions as to its direct tendency to promote insecurity of life at sea.

*Conclusion.*—The Commissioners in concluding their Report briefly recapitulate the general principles on which their recommendations are founded. As they consider that the BOARD OF TRADE possess, under the recent Act, ample discretionary power to detain British vessels believed to be overladen, or in any other respect unseaworthy, they deem it unnecessary and inexpedient to subject all British shipowners to the delay and annoyance of official surveys and inspections; and they think that the improved system of inquiry which they had indicated would afford the best means of guarding against future disasters.

In accordance with those views they had, throughout their Report, been anxious not to transfer responsibility from the shipowner to the executive Government; and they consider that such a policy and such measures as they had indicated, judiciously administered by the BOARD OF TRADE, would contribute to the greater safety of life at sea.

We cannot conclude our revision of this valuable Report without offering our testimony to the able, painstaking, and judicious manner in which the Commissioners have executed the task intrusted to them.

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



WHITBURN.—The barque *Canada Belle*, of Whitby, struck on the Whitburn Steel rocks during a gale of wind at S.S.W. on the night of the 23rd Nov., 1872. Fortunately her signals of distress were observed, and the *Thomas Wilson* Life-boat, with infinite difficulty, was launched through the breakers to her assistance. Nothing but the most determined courage and perseverance on the part of the crew enabled them to achieve their object on this occasion. They had got on board 2 women, 2 children, and 4 men from the wreck, when a tremendous sea filled their boat and swept them away from her. Having broken several oars, their efforts to regain her proved futile, and they at last bore up for the shore. Having landed the above-mentioned 8 persons, they replaced the broken oars, and having procured a few fresh men, they again launched and happily succeeded, by 2.30 A.M., in landing safely the remainder of the ship's crew, making, in all, 15 persons saved. The crew of the *Thomas Wilson* were nearly six hours in wet and cold whilst performing this service.

NEWCASTLE, DUNDRUM BAY.—On the 26th November the Life-boat *Reigate* put off from this station and saved 8 persons from the barque *Juliana*, of Riga, which vessel had been driven into the

bay, and the sea, breaking over and filling her as soon as she struck, threatened to wash the crew from the rigging. The same Life-boat was called out on the 20th December, to the aid of the crew of the schooner *Swift*, of Wexford, which had gone ashore in Dundrum Bay during a gale from the S.E. It was early in the evening when the boat was called out; but the weather became so bad, and the night so intensely dark, that great risk was run in saving the vessel's crew. Happily, however, the 5 men were at length brought safely to land.

LYME REGIS.—On the 26th November a ship's boat crowded with people was descried from this station scudding before a westerly gale. The Manchester Branch Life-boat *William Woodcock* was promptly launched, and managed to intercept the boat as she was on the point of rushing among dangerous breakers, which would inevitably have overwhelmed her. The men thus saved by the Life-boat were the master and crew of the *Cassibelaunus*, of North Shields, which vessel had foundered off the Start that morning.

TENBY.—The *Florence* Life-boat of this station proceeded through heavy squalls to the assistance of the schooner *Aden*, of Liverpool, on the 26th November, then in distress off Caldy Island. At the re-

quest of the master, the Life-boat remained by the *Aden* till she was rescued from her perilous position and safely brought to an anchor.

EXMOUTH.—The *Victoria* Life-boat put off in a W.N.W. gale on the 5th December, and rendered important services to the schooner *Flora*, of Exeter, then in distress near Exmouth Bar.

KIMERIDGE, DORSET.—On the 9th December, at 11 P.M., the ship *Stralsund*, of Stralsund, was driven on a ledge of rocks east of Kimeridge. A heavy storm and dark night did not prevent the crew of the *Mary Heape* Life-boat, which is one of the smallest on the coast, from launching her to the assistance of the wrecked ship. Their efforts, however, proved futile, and after a desperate struggle she was forced back on the beach. Daylight, however, brought a moderation of the storm, and the Life-boat was again launched, and at length reached the wreck. As she did so the coastguard succeeded in throwing a line over her with the rocket apparatus. Using this line for hauling to and fro, the Life-boat, in two trips, landed the whole of the crew of 15 persons from the perishing vessel.

SELSEY.—The Life-boat *Four Sisters* proceeded through a heavy westerly gale to the *Excel*, a schooner belonging to Milford, which, on the 9th December, was wrecked near the Owers Lightship. A heavy surf raged along the beach, and a long struggle ensued ere the crew of the Life-boat reached the stranded vessel and took from her 5 men, who had been in momentary expectation of perishing since eight o'clock the night before. The *Excel* had been dismasted, and then forced ashore by the storm. The Life-boat later in the day again put off to her, and with the assistance of a steam-tug she was taken to Portsmouth.

PAKEFIELD.—The No. 1 Life-boat, *Sisters*, on the 9th December, rescued 2 men from the barge *Jane*, of Rochester, which was disabled, and landed them in safety. It was blowing hard at the time from W.

WINTERTON, NORFOLK.—On the 9th December the *Ann Maria* Life-boat was launched from this place, and saved 6 men from the *Hero*, of Scarborough, which

had run ashore disabled by a westerly gale.

WEST HARTLEPOOL.—A heavy gale was blowing at E.S.E. on the 18th December, when the Life-boat *Foresters' Pride* put out and saved 9 men from the brig *Commander Solling*, of Grimstadt. One man was saved by the rocket apparatus.

MONTROSE, N.B.—One of the most gallant Life-boat services ever rendered on the Scotch coast was performed by the Montrose Life-boats on the 21st December, it being attended with the greatest risk to some of the brave Life-boat men. It appears that at daybreak the brig *Henrietta*, of Memel, was seen in distress off the Sandy Ness, Montrose, while the wind was blowing strongly from the S.E. and a very heavy sea running. The crew of the two Life-boats and the Life Brigade Volunteers turned out with all speed, and the larger boat, the *Mincing Lane*, was rowed down the river to the mouth of the harbour, by which time the vessel had driven on the Sands about 200 yards north of the Forfar and Kin-cardine Battery, and three-quarters of a mile away from the harbour. In that position the *Mincing Lane* Life-boat could only get to the wreck by crossing the Annat Sand Bank, on which a terrific sea was running; and, as it was not considered possible for her to do that, the smaller Life-boat, the *Roman Governor of Caer Hân*, was taken on its carriage along the beach, with the view of launching abreast of the stranded ship. The gallant crew of the other boat would not, however, wait for her to be launched, but at once dashed on to and across the Sands, where a tremendous sea had to be encountered, and that, too, in the most dangerous manner, the boat having her broadside exposed to it the whole distance. She had, however, nearly got successfully across, and was in shallower water, when a huge wave curled up and broke over her, completely engulfing her and lifting her into a perpendicular position, smashing several of the oars, and washing four of the crew overboard. Knowing that, with their cork life-belts on, the four Life-boat men would float, the rest of the crew heroically determined to save the brig's crew, and then pick up their own men. Coming to leeward of the



wreck, they dropped alongside, breaking two of their oars in so doing, and cried to the shipwrecked men to jump. This six of them, including the captain and mate, did; but the other three—one of them a little boy—held back, and, as some time had already elapsed since the men were washed out of the boat, they for the present abandoned the ship to save them, rightly deeming their own men were by that time in greater peril than those on board the brig. The men had floated round the weather side of the vessel, and ropes had been flung to them by those on board the brig, but had not been caught. In coming round the stern of the ship, WM. MEARNS, the coxswain, who was one of those in the water, was struck on the breast by her rudder, and rendered almost insensible. Before the six men were got on board the Life-boat the four Life-boat men had drifted about 200 yards north, and, as their comrades could only take one of them up at a time, a considerable time elapsed before they were all saved. The men were thoroughly exhausted and benumbed, for they had then been about twenty minutes in the water; and, as they could do nothing to assist themselves, much difficulty was experienced in getting them on board. By this time the Life-boat had drifted some distance, and, as it was observed from the shore that all the shipwrecked men had not been taken off, the other Life-boat was, with difficulty, launched and pulled to the brig, when she saved the remaining 3 men. The Life-boats then quickly made for the shore, which was reached

in safety, and the four exhausted Life-boat men were assisted a distance of a mile to the Life-boat house, in the room attached to which every preparation in the way of hot water, blankets, &c., had been provided for their revival. They were carefully tended by a doctor; but it was nearly an hour before they recovered, and it was thought that but for the facilities thus at hand two at least of the poor fellows would have succumbed to the cold and exposure. As it was, one of the brave fellows, ALEXANDER PATON, unfortunately perished a few days afterwards from the effects of the exposure. The Institution expressed its deep sympathy with his widow, and voted 50% in aid of the local fund raised for her relief. The Society also granted a silver medal to each of the two coxswains, WILLIAM MEARNS and WILLIAM MEARNS, jun., in acknowledgment of their long and gallant services in the Life-boats. It was truly remarked that the Life-boat services rendered on this occasion were of the most daring and heroic character, and deserving of the highest praise.

The *Mincing Lane* had scarcely been housed when a schooner was observed standing right into the harbour; and, as she was in great danger of going ashore, the Life-boat crews were again called out, and, willing as ever, they at once responded, and launched their boat. It fortunately happened, however, that the schooner belonged to Montrose, and the master was enabled to bring her safely into harbour without the Life-boat's assistance.

[In the current number we also publish short notices of the services of the Life-boats of this Institution during the year 1873.

In the ensuing number for May we shall give similar notices of all the Life-boat work for the year 1874; and these accounts will be sufficiently full in detail to do away with the necessity for any second account in the following quarterly numbers of the *Life-boat Journal*.

We shall in the August number furnish accounts of the services to wrecks by Life-boats in the first six months of 1875; and after that all numbers will contain notices only of those Life-boat services which have been performed in the three months antecedent to each issue of that Journal.

It is hoped that by thus presenting accounts of events that have recently transpired, and some of which, from having been noticed in the daily journals, will be fresh in the public mind, a livelier interest will be felt by our readers generally, and

especially by our Life-boat crews, who, while the details of their own work are yet fresh in their memories, will have an opportunity of seeing the light in which their deeds have been viewed by the Institution, and are by it presented to the country.]

**HOLYHEAD.**—On the 2nd Jan., 1873, the *Princess of Wales* Life-boat at this station, in answer to signals of distress, proceeded to the brig *Mystic*, of Newport, which she reached shortly before midnight. Previous efforts had been made by pilots to reach her in their own boats, which had failed owing to the heavy south-west gale which was blowing and the dangerous position of the *Mystic* outside the east end of the Breakwater. The Life-boat having taken out a pilot, the brig was conveyed into port by a steam-tug.

On the 25th Jan. this Life-boat proceeded to the assistance of the schooner *Catherine*, of Amlwch, which was wrecked on the Breakwater in a southerly gale, and brought on shore from her 3 persons.

Again, on the night of the 10th Oct., this Life-boat was instrumental in saving the schooner *Goldfinder*, of Belfast, which was on the point of beaching on the lee side of the Bay in a S.W. gale, by signalling to a steam-tug, which, with the assistance of the Life-boat, took the vessel in tow and conveyed her into port.

**CAISTER, NORFOLK.**—At 10.40 P.M. of the 6th Jan., the *Birmingham No. 2* Life-boat put off, in answer to signals of distress from the s.s. *Druid*, of Sunderland, and conveyed ashore 5 of her crew who had been injured by the bursting of her boiler. One poor fellow expired before the Life-boat reached the shore. Also, on the 20th Oct., this boat assisted to save the brig *Hendon*, of Sunderland, and her crew of 9 men, which vessel was ashore on the Cockle Sand, it blowing hard at N.W.

The Life-boat *Boys* was, on the 8th November, successful in rendering assistance to the schooner *Lord Howick*, of Maldon, which, in a heavy sea, was forced ashore on the Cockle Sand. The *Boys* towed this vessel safely into Yarmouth about 8 at night, having launched early in the afternoon.

Again, on the 16th Nov., this Life-boat saved the crew of 10 men from the barque *Filatore*, of Genoa, which was lost on the Middle Cross Sand, during a gale at N.N.E. This service was one of extreme peril, and the Life-boat was seriously damaged while

taking the men from the bowsprit of the ship.

**GIRVAN, N.B.**—At daylight on the 20th Oct., signals of distress were observed from this station, shown by the schooner *Marie Boustead*, of Nantes, which, with foremast and maintop-masts gone, was riding at anchor by one cable only on a rocky lee shore. A heavy gale was blowing at N.W. The Life-boat *Earl of Carrick* was transported four and a half miles by land and then launched from a place called Brest, from whence, after a three-hours' struggle with the storm, she reached the disabled vessel, and saved her and her crew of 7 men. Again, on the 22nd Nov., this Life-boat saved the crew of 7 men from the wreck of the *Unicorn* during a heavy N.W. gale.

**ARBROATH, N.B.**—The Life-boat *People's Journal, No. 2*, stationed at this place, was launched on the night of the 18th Jan., at 5.20 P.M., and proceeded, through a heavy sea and S.W. gale, to the assistance of the schooner *James*, of Arbroath, which had missed the entrance of the harbour, and then, while endeavouring to wear and stand out to sea again, run on the rocks to leeward of it. The Life-boat saved 4 persons from the wreck of the *James*. This service was performed promptly and with great credit to the crew and ALEXANDER GILBERT, the coxswain of the Life-boat.

**SOUTHWOLD, SUFFOLK.**—On Sunday, the 19th Jan., the *Belle Isle*, of Shoreham, was totally lost on the Sizewell Bank during a strong gale. The *Belle Isle* having sunk in deep water, the crew took to their boat, and after drifting about in imminent peril for four hours, unable to approach the shore on account of the continuous line of heavy surf, were fortunately descried from the Southwold Life-boat station and rescued by the *Quiver, No. 2*, Life-boat, B. HERRINGTON coxswain, which was promptly launched through the surf, and brought safely on shore the master and crew of 7 persons.

**MILFORD.**—On the 25th Jan. the brig *Ercole*, of Naples, was descried off St.

Anne's Head in a distressed and (in the judgment of the crew) hopeless condition; they having, in consequence of her disabled state, anchored their vessel on a lee shore close to the rocks of an iron-bound coast, as their last chance of prolonging their lives. This was at nightfall, a heavy swell running and a storm threatening. As soon as the *Ercole* was discovered the Life-boat *Katharine* proceeded to her assistance and reached her about 8 P.M., and after placing on board her some of the Life-boat crew the anchor was weighed, and about one hour after midnight they succeeded in anchoring her safely in Milford Haven; thus saving ship, cargo, and 11 lives.

**BUDDON NESS AND BROUGHTY FERRY, DUNDEE.**—About 4 A.M. on the 26th Jan., at which time it was blowing a gale from S.E., a pilot cutter discovered the wreck of the three-masted schooner *No. 4*, of Arundel, on the Abertay Sands; she thereupon bore up to communicate with the Buddon Ness Life-boat station, and assisted to man and tow the Life-boat *Eleanora* to a suitable position for boarding the wreck. The falling tide, however, had left too little water on the bank between the Life-boat and the wreck to enable her to gain it, notwithstanding repeated efforts; and finally the wreck broke up without her doing so. The *Eleanora* was then enabled to save 3 of the crew who had clung to a piece of the wreck, and 3 more were saved by their own boat.

At the same time that the *Eleanora* was employed as above, the Life-boat *Mary Hartley*, from Broughty Ferry, was also making persistent efforts to render assistance, but without success.

**HORNSEA, YORKSHIRE.**—A successful service was performed by the Life-boat *B. Wood*, of this station, on the 26th January, on which occasion 15 men were saved from the barque *Milton Lockhart*, of North Shields. It was blowing fresh with a heavy sea at the time of the service.

**RAMSGATE.**—On the 27th January, during a fresh breeze at S.S.E., in obedience to signals observed from the North Sand Head and Gull Lightships, the Life-boat *Bradford*, in tow of the steam-tug *Aid*, proceeded to the barque *Ystroom*, of Amsterdam, then ashore on the east side of the Goodwin Sands, and, remaining by

that vessel till the tide flowed, succeeded, in conjunction with the steam-tug, in getting her afloat, and taking her and her crew of 14 men safely into Ramsgate Harbour.

On the 2nd February, in answer to the usual signals of distress, the same Life-boat proceeded in tow of the *Aid*, at about 9 P.M. The night was very dark and stormy, with a fresh breeze at S.E., and showers of sleet. The *Aid* towed the Life-boat through the Cudd channel against a heavy head sea, both steamer and Life-boat shipping quantities of water. About 11 P.M., the position of the wreck having been made out, the Life-boat was slipped from the steamer, and making sail, reached and anchored close to the spot, but had to weigh and return to the steamer, and be towed to a fresh position, from which she again ran down to the wreck, and veered close to her. Three tremendous seas in succession then swept into the boat, carrying therefrom a man named WILLIAM WHITE, who was never afterwards seen, notwithstanding that the Life-boat immediately cut her cable, and spent the remainder of the night in using every effort to recover him, not returning to harbour till 10.30 A.M. on the day following, when every vestige of hope had fled. During the night the Walmer and Kingsdowne Life-boats also put off to the wreck, and with the assistance of the Walmer Life-boat the *Aid*, after daylight, got the vessel, the Norwegian barque *Sarpsborg*, off the sands, and she was ultimately taken into port.

On the 16th September, this Life-boat again proceeded in tow of the harbour steamer to the barque *Amazon*, of Gothenburg, then a total wreck on the Goodwin Sands, and saved from her the master, his wife, and 11 men. There was at the time a fresh breeze at W.S.W., with considerable sea on.

On the 22nd Oct., in consequence of a telegram from Broadstairs, this invaluable boat proceeded in tow of the harbour steamer to the Kentish Knock Lightship, twenty-six miles from Ramsgate, which was reached an hour before midnight. Hailing the Lightship, she learned the bearings of a wreck on the Kentish Knock Sand, and at daybreak made out the barque *Scott*, of Sunderland, which was nearly on her beam-ends and half sunk. The crew were in the main-top, where they had been for twenty-six hours exposed to the full fury of the storm.

The Life-boat, having anchored, veered down to the wreck, and the crew, climbing out on the bowsprit, dropped one by one into the Life-boat, whence they were conveyed to the steam-tug, which, with the boat in tow, and the rescued seamen, regained Ramsgate about 11 A.M., after a seventeen-hours' absence.

**DROGHEDA, IRELAND.**—On the 28th Jan. the schooner *James*, of Carnarvon, was wrecked near the bar of Drogheda Harbour, in a S.E. gale. The two Drogheda Life-boats launched to her assistance, and 1 man was rescued by the South boat, the *John Rutter Chorley*, and the remainder (3) by the North boat, the *Old George Irlam*, of *Liverpool*.

On the 2nd Feb. the Life-boat on the south side, or at Mornington, was transported by land to Bettystown Strand, and launched therefrom to the assistance of the schooner *Wilson*, of Whitehaven, which was wrecked off there during a strong wind from the eastward. The *John Rutter Chorley* saved 5 lives on this occasion, under the personal direction of Captain D. ROBERTSON, R.N., Assistant Inspector of Life-boats, who went out in the Life-boat, and received the marked commendation of the Institution.

**GREAT YARMOUTH.**—The *Duff* Life-boat, stationed at this port, was launched, through a heavy surf, to the assistance of the Russian schooner *Maria Nathalin*, on the 2nd Feb., about noon, at which time there was a heavy snowstorm, with the gale E.S.E. The *Duff* succeeded in rescuing 9 men from the wreck.

**POWEY, CORNWALL.**—The Life-boat *Rochdale*, in answer to signals of distress shown from the schooner *Hawk*, of Chepstow, was, with considerable difficulty and persistent efforts, launched to her assistance on the morning of Sunday, the 2nd Feb., and having succeeded in boarding her, carried her safely into port. This Life-boat subsequently proceeded to another vessel in danger; but a change of wind enabled that distressed ship to reach a safe anchorage, and the *Rochdale's* services were not required. Both these services were of an arduous nature.

**SEATON CAREW, DURHAM.**—On the 3rd Feb., during an easterly gale, the *Job Hindley* Life-boat on this station was launched on observing the wreck of the Nor-

wegian schooner *Seventeenth of May*, from which she was successful in saving 7 men.

**CAHORE, IRELAND.**—On the 4th Feb. the Cahore Life-boat *Sir George Bowles*, in answer to signals of distress shown from the barque *Edwin Basset*, of Sunderland, proceeded through a heavy sea and strong breeze to that vessel, from which she brought safely on shore 2 men, bringing at the same time a despatch from the Trinity lightship *Blackwater*.

**PENZANCE.**—On the 26th Jan., when the Norwegian brig *Otto*, of Moss, was driven ashore at Eastern Green, in Penzance Bay, the Life-boat launched out during a heavy southerly gale of wind and in a high sea, and succeeded in saving from destruction the whole of the crew of 8 men.

Again, on the 2nd Feb., the same boat performed, if possible, still more meritorious service, in saving a crew of 4 men from the wreck of the *Marie Emilie*, of St. Louis. The seas were rolling clean over this wreck when the Life-boat was going out, and the sea and wind were so heavy that she was twice driven back. An additional peril was the position of the wreck among the rocks, which added much to the dangers encountered by the Life-boat's crew; but, notwithstanding that they had seven of their oars broken, by persevering with the spare set of oars, on the third attempt they succeeded in effecting the rescue.

The silver medal of the Institution was voted to Captain HOWORTH, R.N., and NICHOLAS B. DOWNING, Esq., and the Second Service Clasp to Mr. W. BLACKMORE for their services on these occasions.

The Norwegian Government, by a royal resolution, afterwards decreed to the same persons the silver medal for civic deeds (*Borgerdaad*).

**ST. IVES, CORNWALL.**—On the 2nd Feb. this Life-boat, the *Covent Garden*, was launched five times, with a succession of fresh crews, and ultimately succeeded in saving 13 lives from the schooners *Rambler*, of Wexford, and *Mary Ann*, of Plymouth, and the brig *Francis*, of Porthcawl, during a strong gale at E.N.E. accompanied by a heavy sea. The first time the Life-boat was launched she was driven on shore at Purthminster, and the second crew at once volunteered to take the places of those exhausted in the first effort. This

second crew succeeded in saving 5 men from the *Mary Ann*, and 1 man who had been washed overboard from the *Rambler*. A third crew manned the boat on her regaining the shore, and saved 1 man from the *Rambler*. The fourth crew made a determined but unsuccessful effort to reach the *Francis*. The fifth crew reached the *Francis* and saved from her 6 men. Two of the *Rambler's* crew were drowned before the *Life-boat* reached her. The silver medal of the Institution was voted to Mr. CHARLES MARTIN, chief officer of H.M. Coastguard, and to Mr. JAMES MURPHY, of St. Ives, for their gallant services, and the thanks of the Institution, inscribed on vellum, were given to Captain T. B. HARRY and T. B. WILLIAMS, jun., Esq., for their valuable co-operation on these occasions.

SCARBOROUGH.—The *Lady Leigh* *Life-boat* of this station saved 6 men from a fishing coble in great danger off this Port on the 8th Feb.

ABERSOCH, NORTH WALES.—During a southerly gale on the 25th Feb., the sloop *Prosperity*, of Portmadoc, sank off Abersoch, but the mast remaining above water, the crew found refuge on it till towards daybreak. After being four hours in their fearful position, their shouts were heard by the men of Abersoch, who, rushing from their beds, launched the *Life-boat Mabel Louisa*, and rescued them all.

BULL BAY, ANGLESEA.—On the 3rd March the Bull Bay *Life-boat Eleanor* succeeded in saving 2 sailors, who had been driven out to sea in their boat, and could not regain the shore.

LIZARD, CORNWALL.—The *Anna Maria* *Life-boat* found her way in a dense fog to the barque *Fomahault*, of Griefswald, which was anchored in a dangerous position under Pentraut Cliff, on the 4th March, and, notwithstanding the high surf, got within reach of her and took off the crew of 11 persons. Later in the day the *Anna Maria* returned to the *Fomahault*, in company with the Cadgwith *Life-boat* and a shore boat, and carried her into Penzance.

BRIGHTSTONE GRANGE, ISLE OF WIGHT.—On the 1st Feb. the *Rescue*, the *Life-boat* of this station, was transported by land to Chilton Chine, and launched in a heavy

S.E. gale and snowstorm to the assistance of the Norwegian screw steamer *Woodham*. The *Life-boat* was transported during the darkness and launched at 6.45 a.m., and was successful in saving the lives of 20 persons. The captain and mate having declined to abandon the wreck the first time the *Life-boat* went off, she had to make a second trip later in the day to save them, under very dangerous circumstances and in terribly severe weather. The Institution voted its silver medal to JAMES BUCKETT the coxswain, in recognition of this and other services.

On the 4th March the *Rescue* was launched through a heavy surf to the assistance of a ship's boat belonging to the steamer *Quail*, of Cork, wrecked at the back of the Isle of Wight, and succeeded in bringing safely on shore the master, mate, and 5 others of the wrecked vessel's crew.

BUDE, CORNWALL.—On the 6th March the *Life-boat Elizabeth Moore Garden* was successful in saving 3 men from the Dutch galliot *Anna Gazima*, wrecked near the entrance to the harbour. The seas were making a clean breach over this vessel when boarded by the *Life-boat*, and the service was a highly meritorious one.

CARDIGAN.—In heavy weather the *Life-boat John Stuart* was launched from this station on the 7th March, and succeeded in saving 7 men from the Hanoverian schooner *Dollart*.

On the 20th Oct. this boat was launched at 5.30 a.m., and saved the crew of the sloop *Peggy*, of Cardigan, which, in a strong N.N.W. gale, was riding at anchor in the breakers of Cardigan Bar and burning distress signals. Owing to the distance of the crew from the station only 8 of them could be got together, and with this number the *John Stuart* performed the service, after three hours' hard work, under the charge of Mr. JINKS, of H.M. Coastguard, who volunteered for the duty of coxswain, the coxswain taking an oar. A farmer, who rode some distance during the night with the intelligence of the wreck to the coastguard station, took another oar. For this and another gallant service on the 13th Sept., in a coastguard galley, the Institution presented Mr. JINKS with its silver medal.

LOWESTOFT.—On the 18th March the

Life-boat *Letitia* saved the crew of the schooner *Celine*, which was wrecked on the Holm Sand in a strong N.E. gale. The master having refused to abandon his vessel, the Life-boat had to return to the shore without him. Later in the day, however, the master having abandoned all hope, it became necessary to make an effort to save him; the then state of the tide prevented the use of the *Letitia*, but the *Lowestoft No. 2 Life-boat*, the *George*, went off and landed him safely.

MARGATE.—On the 18th March, at 10.30 P.M., in answer to signals of distress from the *Tongue Lightship*, the Life-boat *Quiver*, No. 1, after being transported for two miles by land, was launched, it blowing heavily at the time from N.E. She succeeded in reaching the light-vessel, from which she brought on shore 7 men, part of the crew of the brig *Demetrius*, of Sunderland; and, hearing of another vessel being on the sands, endeavoured to reach her, but, the tide changing, was unable to do so. The Life-boat had twice to cross the sands, and was out the whole night, not regaining the shore till nearly 8 A.M.

On the 20th March the same boat proceeded out to the *Noordster*, a Norwegian barque, at about midnight: it blowing hard at the time, with squalls of snow and hail. A prior attempt to board the *Noordster* in White's Life-boat had failed, and the men who manned her were forced to come back on discovering that the wreck was on the outside of the sands instead of in the Roads, as at first supposed. The Life-boat was successful in boarding the wreck at about 3.30 A.M., and landed at 7 A.M. with all hands, consisting of the master, his wife, 2 children, and the crew of 8 men.

PORTHOUSTOCK, CORNWALL.—On the 27th March the *Mary Ann Story*, the Life-boat stationed here, rendered important services to the Danish brig *Alexander* when that vessel was in a distressed state near the *Manacles Rocks* on the Cornish coast.

APPLEDORE, DEVON.—About 7 P.M. on the 4th April the Life-boat *Hope* was launched from this station during a strong breeze at W.N.W., and proceeded to the assistance of the schooners *Express*, *Annie Brooks*, and *Mary Ann*, which were

wrecked on the north tail of Bideford Bar. When, as on this occasion, there is a ground swell on, the seas on the sands of Bideford Bay are tremendous, and the tide generally running across the set of the waves, the utmost caution is necessary from the moment the Life-boat is launched until her return, while the actual process of boarding a wreck is perilous in the extreme; and this holds good in weather very far short of gales of wind, and when ships outside the line of breakers are making fine weather of it. On the 4th April, however, it was anything but fine weather, and the night was dark and tempestuous. Nevertheless, the *Hope* eventually succeeded in saving the crews of the three vessels and entered Bideford Harbour in safety, with them, about 10.30 P.M., after a most successful and highly meritorious night's work. On the 24th Dec. this boat was again launched to the assistance of the brigantine *Spec*, from which she saved 7 men. The *Spec* was wrecked on the Northam Sands, and it was blowing hard from the west.

LYTHAM.—The Life-boat *Wakefield* rendered good service to the schooner *Caledonia*, of Preston, on the 27th April by remaining by that vessel till out of danger, the *Caledonia* having gone ashore on the Horse Bank, and striking heavily till she beat over it with the rising tide.

Again, on the 29th April, the *Wakefield* saved 6 men from the lugger *Emmanuel*, which was lost on the same bank during a fresh gale at N.W.

GREYSTONES, Co. DUBLIN.—On the 17th May the Life-boat *Sarah Tancred* rendered valuable assistance to the yacht *Nicomé*, of Dalkey, which was in great distress off Bray Head in a fresh gale at E.N.E.

ARKLOW, Co. WICKLOW.—On the 2nd May the *Out-Pensioner* Life-boat was launched from this station during a fresh breeze at W.N.W., and rendered important assistance to the *Hilda*, of Run-corn, which had gone on shore at Mizen Head.

DUNDALK, IRELAND.—The *Stockport Sunday Schools* Life-boat was called out on the 3rd July, on the barque *Princess of Wales*, of Glasgow, going ashore about a mile south-east of Dundalk Lighthouse, and was enabled to bring the vessel's crew of 16 men safely to land.

**ABERDOVEY, WALES.**—The Life-boat *Royal Berkshire* was launched from this station on the 4th Aug., when it was blowing fresh at W.S.W., and assisted to save the smack *Snowdrop*, of Aberystwyth, stranded on the North Bank, Aberdovey.

**NEW BRIGHTON.**—On the 10th Aug. the tubular Life-boat *Willie and Arthur*, in a strong wind and heavy sea, saved 10 men from the ship *Dunmail*, of Liverpool, which was wrecked on the Bar of the Mersey.

**SWANSEA.**—On the 28th August the Life-boat *Wolverhampton* was launched to the assistance of the Prussian barque *Triton*, wrecked in Swansea Bay, and was successful in saving one man, who had clung to the foretop. Two of the *Triton's* crew, however, perished, and the remainder were saved by lines thrown from two steam-tugs, with the exception of one boy, who was picked up while drifting past a ship at anchor.

**WEXFORD.**—On the night of the 24th August the Life-boat *Civil Service* rendered a most gallant service to the crew of the schooner *Rambler*, of Wexford. The Life-boat, on account of the tremendous seas, was quite unable to get within reach of the wreck, and anchored near until about three o'clock in the morning, when she contrived to get within reach, and, though seas swept completely over wreck and boat, saved the crew of 3 men, returning to her station after a nine-hours' absence. The Institution specially recognised the services of Mr. W. H. TAYLOR, of H.M. Customs, on this occasion.

On the 5th Sept. this Life-boat again put off in a gale of wind, and rescued 5 men and a pilot from the wreck of the schooner *Gem*, totally lost on the Dogger Bank.

**PIEL, LANCASHIRE.**—On the 10th Sept. the Life-boat *Commercial Traveller*, No. 1, during a heavy gale at S.W., and afterwards at N.W., rendered such important assistance to the barque *Fortuna*, of Gothenburg, as enabled that vessel, then ashore in Morecambe Bay, to escape total destruction, thereby contributing to the preservation of ship, cargo, and crew of 16 men.

**BURNHAM, SOMERSET.**—It was blowing hard at N.W. on the 15th Sept. when the

Life-boat *Cheltenham* was launched from this station to the assistance of the schooner *Richard and Emily*, of Highbridge, which was in distress seven miles from Burnham. The Life-boat crew assisted to bring this vessel into port.

**NORTH DEAL AND WALMER.**—On the 17th Sept. the Life-boat *Van Kook* rescued 5 men, who, having been engaged in saving wreckage from the *Amazon*, of Gothenburg, lost on the Goodwin Sands on the previous day, were placed in a position of extreme peril by the increase of the gale. On the 10th Oct. this boat, in conjunction with the Walmer boat, saved the Danish barque *Louisa*, which had been driven ashore on the North Sand during a W.S.W. gale.

Again, on the 28th December, the *Van Kook* saved 8 lives from the brig *Remembrance*, of Whitby, which vessel was totally lost on the Goodwin Sands. Great risk was encountered both in getting alongside and landing, and the boat received some damage during the operation of embarking the crew.

**CULLERCOATS, NORTHUMBERLAND.**—On the 19th Sept. at 2 A.M. the *Palmerston* was launched, on information reaching this station of a wreck on the Brierdean Rocks; and in a heavy sea and very dark night the rescue of the 12 persons on board the wrecked vessel, the screw-steamer *Lizzie*, of London, was achieved.

**BLACKPOOL.**—The *Robert William* Life-boat went out in a heavy N.W. gale on the 20th October, and rescued the crew of the sloop *Leven*, of Runcorn, totally lost off the port. The sea was breaking heavily over the wreck when the Life-boat reached her.

**RAMSEY, ISLE OF MAN.**—The Life-boat *Two Sisters* proceeded from this port on the 22nd October, and saved the crew of the schooner *Mary*, of Laxey, during a strong gale from N.N.W. and a heavy sea; the service was promptly rendered in a manner highly creditable to all concerned.

**SOLVA, PEMBROKESHIRE.**—On the 22nd October the Life-boat *Charles and Margaret Egerton* went out from this station in a moderate N.W. gale, and rescued the crew of 4 men from the schooner *Sarah*, of Strangford, which was totally wrecked. The Life-boat did not regain the shore till

4 A.M. on the 23rd October, having been out since 5 P.M. on the previous night.

LOSSEMOUTH, N.B.—The schooner *Lord Reidhaven*, of Banff, was wrecked on the 1st November during a N.W. gale, and the Life-boat *Bristol and Clifton* promptly launched to her assistance, and rescued the crew of 3 persons.

KEGNESS, LINCOLNSHIRE.—On the 10th November, during a gale at E., the Life-boat *Herbert Ingram* assisted to save the brig *Françoise Marie*, of Caen, and the barque *Die Schwalbe*, of Rostock, both of which vessels were in a greatly distressed condition off Kegness.

PAKEFIELD, SUFFOLK.—The No. 1 Life-boat, the *Sisters*, on this station, assisted a steam-tug to convey the schooner *Levant*, of Brixham, into port on the 11th November. It was blowing hard from E.S.E., when the *Levant* struck and ultimately was driven over the Newcome Sands. The Life-boat's crew boarded her in that position, and helped to keep her afloat while the steamer towed her into Lowestoft.

WICKLOW.—On the 21st Nov. the Life-boat *R. T. Garden*, of this station, saved 2 men, who, in their skiff, were being driven by the force of the wind among the breakers, where they would certainly have been lost but for the timely arrival of the Life-boat.

ARDROSSAN, N.B.—On the night of the 25th Nov., in reply to signals of distress shown from the *Torrance*, of Irvine, the Life-boat *Fair Maid of Perth* went out from this port and, with great difficulty, rescued the crew of 6 men. This vessel had been in tow of a steam-tug, but the hawser having parted, she went ashore on the Longcraig Rocks. The night was dark, and blowing hard at S. with a considerable sea on.

DUNGARVAN, IRELAND.—On the 29th Nov. the Life-boat *Christopher Ludlow*, of this station, rescued 6 men from the fishing hooker *Little Queen*, of Dungarvan, which had lost her mast and was leaking. There was a heavy cross-sea and a S.W. gale at the time.

SOUTHWOLD.—The Life-boat *London Coal Exchange* assisted to save the Prussian schooner *David*, which was observed

off the port in a sinking state, with a signal of distress flying, on the 16th Dec., a gale blowing at the time and a heavy sea running; and by their assistance she was carried safely into port.

THURSO, N.B.—The Life-boat *Charley Lloyd*, in answer to a signal of distress shown from the schooner *Dalkeith*, of Stornoway, went off at 5 A.M. on the 16th Dec. The *Dalkeith* was anchored in Scrabster Roads, but the violence of the wind had caused her to drag her anchors, and the crew of 4 men, availing themselves of the Life-boat, abandoned the ship and were conveyed on shore.

WALMER.—On the 22nd Dec. the Life-boat *Centurion*, in answer to signals of distress from the Gull Lightship, launched, through a heavy surf, to the assistance of the brig *Flossie*, of Guernsey, ashore on the Goodwin Sands. The *Centurion* remained by the *Flossie* till the tide flowed, and then, with the assistance of a steam-tug, conveyed her safely into port. A strong westerly breeze prevailed at the time.

#### THE WRECK REGISTER AND CHART FOR THE FIRST SIX MONTHS OF 1873.

For many years past we have made a synopsis of the Home Wreck Register and Chart of the preceding twelve months, and we propose to follow, on the present occasion, the same course in reference to the important and national document which has recently been published.

The materials from which the Home Wreck Register has been compiled have been furnished, as heretofore, by officers of the Coast Guard and other responsible agents on the coast, and they have been thoroughly sifted and systematized by the BOARD OF TRADE.

The Register is divided into two departments—Home and Foreign: but we propose, at present, to deal only with that which refers to the wrecks that have taken place on the coasts and in the seas of the British Isles during the first six months of last year.

These embrace the cases which happen in waters within ten miles from the



shores of the United Kingdom; in waters within any bays or estuaries; in waters around any outlying sand-banks which are dry at low water; in the seas between Great Britain and Ireland; and between the Orkney and Shetland and Western Islands and the mainland of Scotland.

It appears that it has been found desirable to make up the tables of the Wreck Statistics from the 1st July to the 30th June, instead of, as formerly, from the 1st Jan. to the 31st Dec. This change will bring together, in one publication, all wrecks, collisions, and casualties that happen during one winter, and be presented to Parliament at an earlier period.

In order to make this change it was found necessary at first to publish a return for six months only, and our comments will therefore only relate to the first six months of the year 1873; the remainder of the year 1873, with the first half of 1874, will form the subject of the next Wreck Register.

It should be clearly understood that the wrecks and casualties treated of in the various tables contained in the Register do not mean total losses only, but include accidents and damage of all kinds to ships at sea, of which only a small proportion are attended with loss of life. Thus, of the 967 wrecks, casualties, and collisions on the coasts of the United Kingdom, only 256 cases involved total loss, and there was loss of life from only 98, or about 1 in 10, of the vessels thus lost or damaged.

In comparing the casualties recorded in the later years with those of earlier years, it should be borne in mind that, in consequence of the steps taken for the purpose, the casualties have constantly been more and more accurately and certainly reported to the BOARD OF TRADE; and in the returns of later years are included many casualties which would, under the arrangements of former years, no doubt have been omitted.

The number of wrecks, casualties, and collisions from all causes on and near the coasts of the United Kingdom, and in the surrounding seas, reported during the first six months of the year 1873 is 967, being 246 more than the number reported for the corresponding period in the year 1872.

The following list shows the annual average number of wrecks on the coasts

of the United Kingdom reported since 1853, divided into four periods of five years:—1853, 832; 1854, 987; 1855, 1,141; 1856, 1,153; 1857, 1,143. Annual average for five years, 1,051. 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,488; average, 1,389. 1863, 1,664; 1864, 1,390; 1865, 1,656; 1866, 1,860; 1867, 2,090; average, 1,732. 1868, 1,747; 1869, 2,114; 1870, 1,502; 1871, 1,575; 1872, 1,958; average, 1,779.

Of course the particular number of wrecks, casualties, and collisions reported for any one year is increased or diminished according to the prevalence or absence of gales of remarkable violence and duration, like those which took place in November, and almost every day in December last.

The heavy gales that have occurred on our coasts from 1859—when the *Royal Charter* and 342 other ships were wrecked in the October great storm of that year—to the end of 1872, are recorded with great accuracy and precision in the Wreck Register for 1873.

The gales which did most damage to shipping on our coasts during the first six months of 1873 were as follows:—Jan. 1st to 3rd, from S. to S.W., felt on all our coasts. Jan. 18th, a sudden gale from S. in the N. and E., westerly in the W. Jan. 25th, from S., felt on S. and W. coasts. Feb. 1st to 3rd, from E. to S.E., the gale being felt principally on the W. and S.W. coasts of England. This was the most serious storm of the half-year, and 99 wrecks and casualties occurred during its continuance. A gale from E., experienced on the S. and S.W. coasts, took place on the 15th of March, but was attended with much less serious consequences to shipping.

The number of ships lost or damaged in the 967 wrecks, casualties, and collisions reported as having occurred on and near the coasts of the United Kingdom during the first six months of 1873, was 1,206, representing a registered tonnage of upwards of 335,154 tons. The number of ships for that period is greater than the number for the corresponding period of 1872 by 311. The number of ships reported is in excess of the number of casualties reported, because in cases of collision two or more ships are involved in one casualty. Of the 1,206 ships, 936 are known to have been ships belonging

to Great Britain and its dependencies, with British certificates of registry; and 225 are known to have been ships belonging to Foreign countries and States. Of the remaining 45 ships, the country and employment are unknown. Of the British registered ships, 615 were employed in the British coasting trade; and 321 were employed in the (over sea) Foreign and Home trade. Of the ships belonging to Foreign countries and States, 21 employed in the British coasting trade met with casualties.

Of the total number of wrecks, &c. (967), reported as having occurred on and near the coasts of the United Kingdom during the first six months of 1873, 233 were collisions, and 734 were wrecks and casualties other than collisions. Of these 734 wrecks, strandings, and casualties other than collisions, 212 were wrecks, &c., resulting in total loss, and 522 were casualties resulting in partial damage more or less serious. The whole number of wrecks and casualties other than collisions on and near our coasts reported during the first six months of 1872 was 551, or 183 less than the number of wrecks, strandings and casualties, other than collisions, reported during the corresponding period of 1873.

The site of each one of these casualties is clearly defined as usual on the accompanying Wreck Chart, which also denotes the positions of the Life-boat Stations of the Institution. It represents the wrecks on our coasts for the eighteen months ending the 30th June, 1873. The casualties which occurred in 1872 are marked in the Chart in *black ink*, while those for the first six months of 1873 are marked in *red ink*. Had space allowed, we could geographically trace the Chart.

The annual average of casualties for the seventeen years ended December, 1872, is—for wrecks other than collisions resulting in total losses, 472; and for casualties resulting in partial damage, 748. As against this the numbers for the half-year January to June, 1873, are for total losses, 212, and for partial damage, 522.

Of the 212 total losses from causes other than collisions, on and near the coasts of the United Kingdom during the first six months of 1873, we find that 59 happened when the wind was, as appeared from the Wreck Reports, at force 9 or upwards (a strong gale), and

are classed in the several returns as having been caused by stress of weather; 39 appear from the Reports made by the officers on the coasts to have been caused by inattention, carelessness, or neglect; 18 arose from defects in the ship or in her equipments, and of these 18, 7 appear to have foundered from unseaworthiness, and the remainder appear to have arisen from various causes.

Of the 522 casualties, *i.e.* cases of partial damage from causes other than collisions, on and near the coasts of the United Kingdom, it appears that 241 happened when the wind was, as reported, at force 9 or upwards (a strong gale); 100 arose from carelessness; 43 from defects in the ship or her equipments; and the remainder appear to have arisen from various other causes.

The total number of ships which, according to the facts reported, appear to have foundered or to have been otherwise totally lost on and near the coasts of the United Kingdom from defects in the ships or their equipments during the year 1872-3 is 52; and the number of casualties arising from the same causes during the same year, and resulting in partial damage, was 133.

In 1872-3 there were on and near the United Kingdom 100 wrecks and casualties to smacks and other fishing vessels. Excluding these 100 fishing vessels, the number of vessels employed in the regular carrying trade that have suffered from wreck or casualty here during the year is 2,592. The life lost during the first six months of 1873 in the various classes is as follows:—In fishing smacks, 17; in vessels of the collier class, 233; and in other ships, 478.

In the nine and a half years which ended June, 1873, disasters on and near the coasts of the United Kingdom to comparatively new ships bear a very high proportion to the whole number; and during the first six months of the year 1873, 94 wrecks and casualties happened to nearly new ships, and 209 to ships from three to seven years of age. Then there are wrecks and casualties to 263 ships from 7 to 14 years old, and to 333 from 15 to 30 years old. Then follow 179 old ships from 30 to 50 years old. Having passed the service of half a century, we come to the very old ships, *viz.*, 19 between 50 and 60 years old, 13 from 60

to 70, 8 from 70 to 80, 2 from 80 to 90, and 2 upwards of 100. The ages of 84 are unknown.

Of the 1,206 vessels lost or damaged on and near the coasts of the United Kingdom during the first six months of 1873, 60 were rigged as ships, 169 were steamships, 310 schooners, 146 brigs, 185 barques, 123 brigantines, and 62 smacks; the remainder were small vessels rigged in various ways. Of the 1,206 vessels referred to, 473 did not exceed 100 tons burden, 383 were from 100 to 300 tons, 211 were from 300 to 600 tons, and 139 only were above 600 tons burden.

Of the 169 steamships, 142 were built of iron: and of the 1,037 sailing vessels, 25 were built of iron.

The parts of the coasts on which the wrecks and casualties on and near the coasts of the United Kingdom happened during the year 1872-3 are as follows—it will be seen that, as usual, the greatest number occurred on the East Coast:—East Coast, 988; South Coast, 325; West Coast, 616; N. and W. Coast of Scotland, 41; Irish Coast, 184; Isle of Man, 25; Lundy Island, 10; and Scilly Isles, 15.

The winds appear from the Wreck Reports to have been destructive to shipping in 1872-3 in the proportions following:—N., 75; N.N.E., 98; N.E., 135; E.N.E., 64; E., 88; E.S.E., 67; S.E., 133; S.S.E., 96; S., 122; S.S.W., 133; S.W., 281; W.S.W., 162; W., 117; W.N.W., 99; N.W., 106; and N.N.W., 51; total, 1,877.

It will thus be seen that westerly winds are far more destructive than easterly winds—the most destructive being from south-west. It should, however, be remembered that westerly winds are far more common than easterly winds.

It appears that in 1872-3, 1,019 shipping disasters happened when the wind was at force 6 or under, that is to say, when the force of the wind did not exceed a strong breeze, in which the ship could carry single reefs and top-gallant sails; that 437 happened with the wind at forces 7 and 8, or a moderate to fresh gale, when a ship, if properly found, manned, and navigated, can keep the sea with safety; and 688 occurred with the wind at force 9 and upwards, that is to say, from a strong gale to a hurricane. In other words, 1,019 happened when the wind was such that a ship could carry her top-gallant sails; 437 when a ship

ought to be well able to hold her course; and 688 with the wind at and above a strong gale.

As regards casualties in rivers and harbours of the United Kingdom during the first six months of the year (1873), they amounted altogether to 152; of which 16 were total losses; collisions, 79; founderings, 6; strandings, 52; and miscellaneous, 15; total, 152. But as Receivers of Wreck and other officers on the coast are not empowered by the Merchant Shipping Act to report such casualties, the number must necessarily be imperfect.

As respects collisions off the coasts in the same period, 8 of the 233 collisions off our shores were between two steamships, both under weigh, and 10 of the 79 in harbours and rivers were also between two steamships, both under weigh.

We have thus catalogued an enormous amount of the loss of property on the coasts and in the seas of the British Isles in the course of one short period of six months—probably its lowest estimated value, including ships and cargoes, was not far short of two millions sterling.

But the awful loss of human life in that brief period is fearful to contemplate, and on which no money value can, of course, be placed. The Wreck Register tells us in plain language that it amounted to 728, being actually 138 in excess of the number lost in the whole year 1872.

However, it is only fair to state that 119 of these lives were lost in wrecks or casualties which, although they happened before 1873, are included in these returns, the reports having been received too late for them to form part of the statistics of their respective years; the 119 lives thus lost, and the 293 lost through the sinking of the ship *Northfleet*, will account for the enormous increase in the loss of life in so short a period.

The lives lost during the first six months of 1873 were lost in 98 ships; 78 of them were laden vessels, 11 were vessels in ballast, and in nine cases it is not known whether the vessels were laden or light. Eighty-two of these ships were entirely lost, and 16 sustained partial damage. Of the 728 lives lost, 81 were lost in vessels that foundered, 346 through vessels in collision, and 122 in vessels stranded or cast ashore. The remaining number of lives lost (179) were lost from





**SUMMARY.**

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

**1873.**

*During the first six months of this year, 1206 Vessels were lost on damaged on our shores, with the loss of 728 lives, 223 of which occurred in one case, that of the "Northfleet".*

	Life Boats	Mortar and Rocket Stations	
There are	200	198	in England.
" "	33	38	" " Scotland.
" "	30	50	" " Ireland.



# WRECK CHART OF THE BRITISH ISLES

FOR  
1872

and the first Six months of 1873.  
Compiled from the Board of Trade Register.

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

- SIGNIFIES A CASUALTY IN THE YEAR 1872.
- DENOTES CASUALTIES DURING THE FIRST SIX MONTHS OF 1873.
- ⚓ REPRESENTS A LIFE-BOAT.

Scale of Nautic Miles.  
10 0 50 100





various causes, such as through being washed overboard in heavy seas, explosions, and in missing vessels.

It appears that, whilst the greatest number of wrecks, &c., happened on the East Coast, the greatest loss of life during the nine and half years ended June, 1873, occurred in the Irish Sea.

It is, however, satisfactory to turn from this dismal record of lives lost to the lives saved by Life-boats, Shore-boats, the Rocket Apparatus, and other means—wielded as these means are by strong arms and stronger hearts.

We accordingly find that, during the first six months of 1873, the number of lives saved from the 1,206 ships that met with casualties on our shores was 2,301.

For the purpose of saving life from Shipwreck there were in 1873 on the coasts of the United Kingdom 263 Life-boats; of these 233 belonged to the NATIONAL LIFE-BOAT INSTITUTION, every one of which had been presented to it by some benefactor or another, and every one of which is maintained by the voluntary support of the public. On that support the Institution absolutely relies, and on that support its existence and perpetuity are dependent. In addition to these 263 Life-boats, there are on the coasts 286 sets of Rocket and Mortar Apparatus provided by the BOARD OF TRADE out of dues levied on the shipping interest.

All the Coastguard stations are also supplied with Life-belts and Life-lines, and there are between 100 and 200 Life Brigades on the coast, who are trained to work the Rocket Apparatus.

The Meteorological Department, under Mr. SCOTT, is also actively engaged in transmitting storm-signals to some 129 places on the coasts.

Thus, then, a noble contention is being successfully carried on year after year with the elements, and, we lament to say in too many instances, with the cupidity, ignorance, and carelessness of man. Nevertheless, it is satisfactory to find that the humane work is extending every year. There is now hardly a dangerous point of the coast where a Life-boat is not to be found, and, what is equally important, where stout hearts and firm-set frames are not also to be found to work it even in the fiercest storm. It is with a well-grounded national pride we remark that, as the result of the labours of the NATIONAL LIFE-

BOAT INSTITUTION, working through the means of those gallant crews and boats which exhibit, in combination, all that skill, talent, experience, and modern invention can devise, that society has been instrumental in saving 22,900 lives from Shipwreck. May its glorious warfare be continued with ever-increasing efficiency, and more marked success, as each revolving year brings it greater experience and more universal sympathy.

## THE LIFE-BOAT STATIONS OF THE UNITED KINGDOM.

### III.—SWANSEA.

#### The Wolverhampton Life-boat.

The next Life-boat Station on the south coast of Wales, in rotation after Penarth and Porthcawl, of which we gave an account in our last number (November 2nd, 1874), is *Swansea*.

The Swansea Life-boat house is built under Mumbles Head, which is the cape which, running out into the sea, forms the western side of *Swansea Bay*. It affords an admirable shelter from the S.W. gales to ships which anchor under its lee, and more or less breaks the force of wind and sea from every southerly point of the compass. The boat-house is built at the base of precipitous cliffs on ground quarried out for it, and from its weatherly position in the prevailing gales the boat is able to operate on the whole expanse of Swansea Bay, unless the gale should be from the south-east, when there would be difficulty in working to the eastward without a *steam-tug*.

There is a little rocky islet off the extremity of Mumbles Head, on which is a light-house and fort. Half a mile to the south of this is the Mixen Shoal, on which is only six feet of water, and on which a very dangerous sea breaks; it is, however, small in extent, and marked by buoys. Seven miles to the south-east are the great Scar-weather Sands, which afford material shelter to Swansea Bay. Closer to the Mumbles Head and Life-boat house are two shoals, called the Green Grounds and the Outer Green Grounds. These shoals are in a line north and south of each other, and are to eastward of the promontory of Mumbles, at a distance of a mile and a half. Between them and the Mumbles is an anchorage, called Mumbles Roads, which is capable of affording shelter to a considerable number of vessels. Down in the heart of the bay is Neath, at a distance of six miles from Mumbles Head; and between Neath and the Mumbles is the great commercial port of Swansea, the bar of which is two and a half miles from the Life-boat house at Mumbles Head, and dead to leeward of it in S. or S.W. gales.

Vessels have at different times since the introduction of Life-boats been lost on the Swansea bar, Neath bar, and each of the aforementioned shoals in Swansea Bay. The Life-boat *Wolverhampton* was placed at the Mumbles to afford help to vessels which had fallen among any of these perils, and she has on numerous occasions been useful to ships at most of those points of danger. She is also ready for transporting by

road to Oxwich Bay and Pwll du B, which lie to the westward, and the former of which is an anchorage used by small craft. The greater part of the shipping trade of Swansea passes close to the Mumbles, and it is for this shipping that this Life-boat is mostly called into use; and hence it is known as the Swansea boat, although, indeed, the fleet of vessels annually passing in and out of Neath are equally guarded by its presence.

The Mumbles town is but a fishing village, the home of about 400 of the finest lot of fishermen in South Wales. These men's vessels are moored in the shallow part of Mumbles Roads, and the pick of them are available for the Life-boat's crew. The coxswain, J. JENKINS, is a man who thoroughly understands his work and who has never flinched from it. The Life-boat has been launched 18 times to the assistance of vessels in distress, and has saved 57 lives.

About half a mile from the boat-house, on the island at Mumbles Head, is a small fort, the guns of which command the anchorage of Mumbles Road and would render it safe from privateers in time of war.

The boat-house being close to the water-edge, the carriage, with the boat on it, and with the crew in their places in the boat, has only to be eased down the boat-slip in front of the boat-house, when the boat can be launched from it.

A Life-boat was first placed here in the year 1835. It was, of course, of the old model (Palmer's) and not self-righting. It at different times, however, performed excellent service. This boat belonged to the Harbour Trustees, and was not under the charge of this Institution. In 1856 Swansea was furnished with an Institution's self-righting boat, still under charge of the Harbour Trustees, however. In 1866 the station was formally transferred to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and it placed at the Mumbles, for the assistance of the Swansea and Neath trade, the present Life-boat *Wolverhampton*, which is 33 feet long, and has 8 feet 1 inch beam. The boat-house is built on ground granted at a nominal rent by the DUKE OF BEAUFORT.

Glamorganshire was subjugated to the Roman sway in A.D. 75, at which time Julius Frontinus was Governor of Britain. But in A.D. 410 the Romans, preparatory to their final march Rome-wards, transferred their government to the native princes, and the tramp of the legions was heard no more in South Wales. The fleet of the great Anglo-Saxon King Alfred defeated the Danish fleet off Swansea in A.D. 877.

After the Norman Conquest Glamorganshire, like many other outlying appanages of the Anglo-Saxon crown, showed symptoms of restlessness under the new régime, and the task of reducing it to a proper state of submission was intrusted to Fitzhamon, a relative of the Conqueror, and given to him in fief in 1066. In 1107, however, it passed into the hands of the Duke of Gloucester on similar terms, and in the reign of Henry VII. was erected into a separate county.

Swansea in Welsh is called Abertawe—mouth of Tawe—the River Tawe. Its castle was erected by Henry Beaumont, Earl of Warwick, in 1100.

The town of Swansea is rapidly increasing in size and importance, and, like other large towns on the sea coast of South Wales, is in its modern aspect, so to speak, the creation of the last half-century. Prior to that time it was little known and of little importance. The immediate vicinity of coal-mines and direct access to the sea led to the establishment of copper-ore smelting-works, the first of which was erected in 1762; now nine-tenths of the copper ore manufactured in the

United Kingdom is so produced in Swansea and its immediate neighbourhood. There are, besides, manufactories of iron and tin plate on a very extensive scale, and important ship-building yards for iron and wooden ships.

There is an outer and inner harbour to Swansea; a harbour light on the western pier marks the entrance. The opening between the piers, however, is only 80 yards, and there is only 2 feet on the Swansea Bar at low water. Thus vessels have to wait outside for tides, generally in the anchorage of the Mumbles before mentioned. In Swansea Harbour are docks of the largest class, and a good fitting basin.

At Port Tennant and New Cut, portions of the main harbour, are a dry dock and patent slip and long ranges of warehouses, and from that part of the harbour Swansea has direct canal communication with the interior of South Wales.

Overlooking the Mumbles anchorage is the ruinous castle of Oystermouth, built also by Henry Beaumont, Earl of Warwick, and which in those days must have well commanded the anchorage—an anchorage which then even more than now must have been a necessity for ships trading or carrying war supplies to Swansea; for ships of the period being lighter of draught, and the bay doubtless being deeper, they would naturally hug close into that corner of the bay to get more effectual protection from the southerly gales.

In fine weather the coast of Devonshire and Lundy Island can be seen from the Mumbles, and from the top of the magnificent pile of limestone cliff which forms the Mumbles Head is a truly grand view of the wide expanse of Swansea Bay, marked landward by the chimneys and towers of rich and ever-growing commercial cities, which seem struggling up through the dim haze of the smoke of countless factory fires, and seaward, by a perpetually thickening throng of ships and steamers; while, westward, can be seen a long extent of coast which terminates thirty miles beyond the range of the observer's vision in Worms Head, the extremity of the peninsula of Gower. This Gower, out of the track of the ordinary march of events, possesses still remarkable remains of the Ancient British and Roman period, and its scenery has ever been famous for its peculiarly romantic character; and even to these days it is also remarkable for its inhabitants, who for between seven hundred and eight hundred years have kept themselves separate from the surrounding Welsh population, never learning its language, and rarely mixing with it in marriage. These are the descendants of the Flemings, settled in the Gower peninsula, in the reign of Henry I., for the purpose of establishing manufactories; and, as a remarkable instance of their complete isolation, consequent on the surrounding country being peopled by, to them, aliens, their speech is still ancient Anglo-Saxon, the language of their first employers, and they have in common use words of which the meaning has to be sought in glossaries and ancient dictionaries.

The history of this part of Wales is full of interest, but we do not propose to enter on so enticing a subject here: our object is, as we hope, attained by having briefly indicated the general features of the neighbourhood in which the Life-boat *Wolverhampton* has been able to do such good service.

#### IV.—GREENCASTLE (LOUGH FOYLE).

The Life-boat *Mary Annette*.

The Life-boat of the Institution's Station of Greencastle is placed so as to launch into, and pull out

from, a small sandy cove a mile to the northward, or seaward of the old fortress of Greencastle.

This Greencastle commands in a measure the entrance to Lough Foyle, being built on a rocky prominence which projects from the western side of the Lough; while from the eastern side protrudes a long spit of sand, armed on its outer or northern side with many dangerous sand-banks, and compelling ships which seek the shelter of the Lough to pass uncomfortably close to the Castle; so close, that in these days of long-range guns it would probably be thought, by an enemy's squadron wishing to get at Londonderry, wisest to destroy this Castle first, and consider afterwards as to the best means of fighting its way up Lough Foyle to try conclusions with the "maiden city."

The general course of Lough Foyle is north-east and south-west; and the city of Derry, or Londonderry, is over twenty miles above the entrance of Lough Foyle, above alluded to.

The Life-boat *Mary Annette*, as may be supposed, therefore, was stationed near Greencastle with the expectation of her being useful to the mercantile marine of Derry and to those vessels of all nations which annually pass, through the beautiful waters of Lough Foyle.

The Life-boat's services are most likely to be required for aiding ships driven among the sands on the eastern side of the entrance to the Lough, or, when they are hopelessly entangled thereon, rescuing from them their crews. The seas on some of these banks, in certain states of the tide, wind, and weather, are tremendous; and even with the advantage of wind and tide in their favour, the crew of the *Mary Annette* will always find it sufficiently difficult to render assistance to any unfortunate vessel which has been forced among them. With a flood-tide, no aid could be rendered, unless a steam-tug should happen to be at the anchorage inside the Castle, and be ready to stake the chances of her own destruction for the hope of aiding the wrecked ship outside. In such a case the Life-boat would be towed far enough to windward to be slipped from the most commanding position for her dash in among the breakers. Unaided, no boat could ever be rowed against a storm and a flood-tide out of Lough Foyle.

The wrecks of the Lough, however, are few and far between, the high and mountainous land which forms the western side not only giving perfect shelter from the prevailing westerly gales, but offering unmistakable and gigantic landmarks which almost forbid wrecks occurring through ignorance; though sometimes disabled ships, unable to gain the shelter of the Lough, and caught by a storm on the northern side of the promontory towards Malin Head, though perfectly aware of their impending fate, have no power to prevent themselves being hurled at the feet of those giant cliffs. In most of such cases destruction is complete and instant. Happy the mariner whose vessel has been thus destroyed close to a Coastguard rocket-apparatus! It has happened that men have been saved even there by such means.

The Life-boat services, as we have said, are not likely to be frequent; but when needed they will require to be rendered by really brave men, as the dangers to be overcome are great. The *Mary Annette*, however, is of the large class of Life-boats, and is a magnificent specimen; a boat that, properly handled, would be safe under all circumstances, and is capable of doing almost anything except pull against an opposing tide and gale.

Near Greencastle, in old times, must have been the first anchorages of the fleets of Danish assailants, and from thence they carried on at their leisure their depredations on either bank of this

large expanse of sheltered water. The earliest history of this part of Ireland is but a repetition of burnings and massacres; now on the part of the Danes, who rushed from their war-ships on the ill-prepared Irish, "like wolves on the fold,"—now on the part of the Irish, who seized every opportunity of revenge on their invaders.

The broad and sheltering arms of Lough Foyle, opening immediately on that ever tempest-tossed and inclement Northern Atlantic Ocean, must have seemed to those old corsairs a most desirable point of refuge; and the tranquil waters of the great Lough, with its verdant hills and rich pasture lands, as especially adapted for the peculiar mode of warfare of their devastating fleets.

The monastery at the head of the Lough, around which, in succeeding ages gathered the city now called Londonderry, was founded about the year 546, and in 1198, when the town had become important, it was captured by John de Courcy. It received its first permanent English garrison in 1566, and, after a variety of vicissitudes, in which the old town was twice burnt and once blown up with gunpowder, it finally settled into a city with a charter in 1613, and with a cathedral twenty years later. But the great mark in history made by Derry is undoubtedly its successful resistance to the armies of King James II. in 1689. During that siege its unhappy people endured every conceivable horror, arising from pestilence, famine, and the sword, with a steadfast fortitude, never surpassed; and in the course of the hundred days' siege, the bodies of over 11,000 persons, besiegers and besieged, were buried on either side of its bloodstained walls—countrymen opposed to countrymen, and each man fighting in the name of God and religion! Let us be thankful we have fallen on different times and our chiefest glory and best efforts are rather in saving than destroying life.

Nevertheless all sailors, and especially all North-of-Ireland sailors, must remember with pride the names of the good frigate *Dartmouth*, which fought her way so well up the waters of Lough Foyle, and the good ships *Mountjoy* and *Phenix*, of Derry and Coleraine, which carried their cargoes of food through so many perils to their starving countrymen within the beleaguered city.

The Life-boat Station at the entrance of Lough Foyle was first formed in 1864, when a 6-oared boat was placed there, the cost of the boat being the gift of John D. Alleroff, Esq. of London, but in 1870 it was replaced by the present boat, bearing the same name, the *Mary Annette*. That Life-boat pulls 10 oars, is 33 feet long, and has 8 feet beam, and is kept on a transporting-carriage, ready for moving to other parts of the coast, should it be thought desirable to do so before launching to the wreck. Not far from the Boat-house are the two light-houses of Inishowen Head, whose light can be seen at Portrush to the west and nearly as far as to Inishtabul Island to the north-west, on which little rocky islet is another light-house.

The actual site of the Greencastle Boat-house is a bleak and desolate-looking country-side, and it has sand-ridges, partially covered with green turf, between it and the sea, from which it is distant, however, only sixty yards. The Boat-house is facing a little sandy cove which dries at low water, and into this little cove the boat is conveyed on her carriage for launching. A fair carriage road runs parallel to the sea, at a short distance from it, and the boat on its carriage gets to it easily across a hundred yards of green turf. This boat has been launched eleven times to vessels in distress, and has at different times saved 7 lives.



## ADDITIONAL STATIONS AND NEW LIFE-BOATS.



CARNSORE, Co. WEXFORD.—The 30-feet 6-oared Life-boat placed here some years since was found to be not powerful enough for service to vessels on the dangerous outlying rocks off this coast known as the "Tuskar," and the NATIONAL LIFE-BOAT INSTITUTION has therefore replaced it by another boat, 32 feet long, and rowing 10 oars double-banked; the lady who provided the first boat as a thank-offering for her providential escape from drowning in 1859 having supplemented her gift by the further munificent contribution of 300*l.* towards the expense of the exchange. In accordance with her wishes, the Life-boat, which was sent to Carnsore in March last, has been named the *Iris*. The boat was conveyed from London to Wexford by steamer and railway, and from the latter place it was taken to its station by road.

FRASERBURGH, N.B.—This Life-boat, after many years' service, has also had to be replaced by another boat, 33 feet long, 8½ feet wide, and pulling 10 oars double-banked, which was sent to the station by railway last March, and with which the crew have since expressed themselves as much pleased. It is named the *Charlotte*, that being the Christian name of the wife of WILLIAM MCKERRELL, Esq., late of Hill House, Ayrshire, the original donor of the Life-boat. The boat thus superseded had done good work in its time in saving 31 lives from different shipwrecks.

BRANCASTER, NORFOLK.—The NATIONAL LIFE-BOAT INSTITUTION has recently established a Life-boat Station at Brancaster, where wrecks occasionally happen, and there being a rather long line of coast unprotected between the Life-boats at Hunstanton to the west, and Wells to the east of that place. The Life-boat, which, with the whole cost of the establishment, had been presented to the Institution by Mrs. M. A. BOETEFEUR, widow of the late Mr. ALEXANDER BOETEFEUR, an old and valued member and generous supporter of the Society, was sent to its station in July last, and on the 25th of that month was publicly launched in the presence of a large assembly of spectators, when the usual ceremonial was gone through, a short religious service being performed by the Rev. ALEXANDER NAPIER, Rector of Holkham, and the boat being named the *Joseph and Mary* by Mrs. SIMS REEVE, the wife of the local landed proprietor, who had kindly given the site on which the boat-house was erected. The boat is a 10-oared one, 33 feet long by 8 feet wide.

ST. MARY'S, SCILLY.—For many years it had been in contemplation to station a Life-boat at Scilly, but wrecks not being very frequent in the neighbourhood of that group of islands, and local difficulties arising, the question had been postponed from time to time. An opportunity,

however, offering, through the bequeathment of a legacy, for the establishment of a Life-boat Station, by the late Mrs. DUNDAS DRUMMOND, and the inhabitants wishing to be supplied with a Life-boat, the Institution has provided one. The boat, which is of large size, being 37 feet long by 9 feet wide, and rowing 12 oars, was sent to her station on the 30th July last, being towed from Penzance by a steamer. On the 1st Aug. she was publicly launched, after being drawn through the streets on her carriage, accompanied by a procession and a band of music. The Rev. J. H. WHITE, Chaplain to T. J. A. SMITH DOBIEN, Esq., the proprietor of the islands, performed the religious service, and Miss BANFIELD, daughter of Mr. J. BANFIELD, the local Hon. Secretary, named the boat. A large assembly of persons were present, including many ministers and members of the Wesleyan body, who were on an excursion to the islands.

MOELFRE, ANGLESEY.—The Life-boat at Moelfre, in the neighbourhood of which place the *Royal Charter* was lost some years since, has been replaced by a new one. The new boat, the cost of which was raised amongst her relatives and friends by the Lady VIVIAN, was publicly launched there on the 21st August last. The small cove and village were decorated with flags for the occasion, and Lord and Lady VIVIAN and many of their friends were present at the launch. The boat, which is 32 feet long by 7½ feet wide, was named, with the usual ceremonial, by Lady VIVIAN, and a prayer for a blessing on the boat and her crew was offered up by the Rev. J. W. EVANS, the Rector of the parish.

DOUGLAS, ISLE OF MAN.—An additional Life-boat has been stationed at Douglas, in the Isle of Man. In consequence of the suddenness of some shipping disasters in the neighbourhood of that port, it was considered that the Life-boat stationed there on the north side of the harbour could not be launched quickly enough to meet such emergencies. Accordingly the NATIONAL LIFE-BOAT INSTITUTION decided

to station a second boat there, to be kept afloat in the outer harbour, whence she could be promptly conveyed to the assistance of vessels in distress or on shore.

On the 26th August the new boat was towed to its station from Liverpool, and on the 27th she was temporarily hauled up on the beach north of the town; and after being named by Miss HARRIS, daughter of the High Bailiff, S. HARRIS, Esq., was launched in the presence of a large assemblage of persons. The day had been selected as that on which the Annual Regatta took place. Unfortunately it was very wet, the rain being incessant. The Institution's Life-boats from Castletown and Ramsey had come from their stations to do honour to the occasion, and the four Life-boats of the island competed in a race. The cost of the new boat was presented to the Institution by Mrs. TURNER-TURNER and her family, in memory of her late husband, JOHN TURNER-TURNER, Esq., after whom it was named. The boat is a large one, being 35 feet long by 9 feet wide.

DUNGENESS.—A Life-boat Station has been formed at Dungeness, and a Life-boat was sent there in September last. This boat, which is 33 feet long by 7¾ feet wide, and rows 10 oars, was presented to the Institution by DAVID HULETT, Esq., of London. On the 14th September she was launched in the presence of a considerable number of persons who, notwithstanding the formidable belt of soft shingle, some two and a half miles wide, which had to be crossed from Lydd and the surrounding country, had assembled. A large party had also come from Folkestone in a steamer chartered for the purpose.

The boat was named by Mrs. DENNE, wife of A. DENNE, Esq., Deputy Lieutenant of the County, and the religious ceremonial performed by the Rev. W. C. L. WINGATE, local Honorary Secretary.

It will be remembered that the unfortunate loss of the *Northfleet*, when so many poor emigrants unfortunately perished, took place near this locality.

**SUMMARY OF THE MEETINGS OF THE COMMITTEE.**

THURSDAY, 1st Oct., 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 Capt. J. R. WARD, R.N., the Inspector of Life-boats to the Institution, on his recent visits to West Wittering and Lydd.

Also the Report of Capt. D. ROBERTSON, R.N., the Assistant-Inspector of Life-boats, on his visits to Aberdeen, Dunbar, North Berwick, Anstruther, St. Andrew's, Buddon Ness, Broughty Ferry, Arbroath, Stonehaven, Inverness, Thurso, Stromness, and Longhope.

Also the Report of Capt. C. GRAY JONES, R.N., the Second Assistant-Inspector of Life-boats, on his recent visits to Brighthstone Grange, Brooke, Bembridge, Hayling, West Wittering, Selsey, Worthing, Shoreham, Brighton, Newhaven, Eastbourne, Hastings, Winchelsea, Rye, and New Romney.

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

	£.	s.	d.
General Sir HENRY BENTINCK, K.C.B., and Lady BENTINCK (in addition to usual annual subscription of 10 <i>l.</i> )	25	0	0
Harvest Thank-Offering from Uggehall	3	3	0
Contributions from officers and crew of ship <i>May Queen</i> , of Alloo, on her passage from Calcutta to Dundee, per Capt. J. Ross, additional.	1	15	6
Harvest Thank-Offering from Newton-Sudbury, per Rev. REGINALD SMITH	1	12	0
Lee National Girls' School	0	4	0
— To be severally thanked.			

Read letter from Miss WARWICK, of Scarborough, West Chester County, United States, of the 15th Sept., forwarding thirty dollars, the greater part of which had been collected by a small class of boys in an American Sunday-school, being the proceeds of their own earnings during the past year.— To be specially thanked.

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

	£.	s.	d.
The late Mrs. SILLS GIBBONS, of Bath (duty free)	500	0	0
The late THOMAS PRATT, Esq., of Lowestoft	50	0	0

Reported the transmission to their stations of the Lydd (Dungeness) and Longhope (Orkney Islands) Life-boats.

Reported that the two Life-boats subscribed for by the English residents at St. Petersburg, and presented by them to their Royal Highnesses the DUKE and DUCHESS OF EDINBURGH—after whom they are respectively named the *Alfred* and the *Marie*—had been forwarded to Russia, having first been put through satisfactory harbour trials at Limehouse, in the presence of the officers of the Institution and others. The boats are to be placed under the charge of the Russian Life-boat Society, which has been organised on the prin-

ciples of the NATIONAL LIFE-BOAT INSTITUTION, which extended every co-operation to the Foreign Society. Ten Life-boats and eight transporting carriages in all have been built for it by the Institution's own builders within the last eighteen months.

Voted the thanks of the Institution to Mr. M. FITZPATRICK for his kind co-operation during the period he occupied the office of Honorary Secretary of the Newquay (Cardiganshire) Branch of the Society.

Ordered a new Life-boat House to be built at Watchet, Somerset, at an expense of 352*l.*

Reported the recent decease of Admiral SCHOMBERG, Queen's Harbour Master at Holyhead, who had been an able and zealous friend of the Life-boat cause at that place for many years past.

The Committee expressed their sincere sympathy with Mrs. SCHOMBERG and the members of her family in their sad bereavement.

Paid 845*l.* 10*s.* for sundry charges on various Life-boat Establishments.

Voted 7*l.* 12*s.* to pay the expenses of the Holyhead Life-boat in putting off during a strong gale from the S.S.W. on the 22nd Sept., and bringing safely ashore the crews, numbering 6 men, of the schooners *Monkton* and *Mary Jane*, those vessels being in dangerous positions near the Breakwater. The heavy seas broke continually over the boat while she was performing this service.

Reported that the Ramsey Life-boat had gone off, on the 15th Sept., and assisted the smack *Venus*, of Douglas, and her crew of 4 men, safely into harbour, on that vessel being overtaken by a gale from the S.W. while at anchor in Ramsey Bay.

Also that the Ramsgate Harbour steamer and Life-boat had aided in getting the brig *Marianna*, of Bordeaux, off the Goodwin Sands, on the 21st Sept., when the vessel, with those on board, consisting of the master, his wife, and crew of 6 men, was then towed into harbour by the steamer.

Also that the Tenby Life-boat had gone off on the 22nd Sept., and, after several attempts, saved the French lugger *Marie* and 3 of the crew when that vessel was in a disabled condition off Tenby. The master and a boy had unfortunately been washed overboard before the arrival of the Life-boat.

The Bacton Life-boat had also rendered timely assistance, during a severe gale from the N.N.E. on the 19th Sept., to the sloop *Sophia Elizabeth*, of Lowestoft, when in danger off Bacton.

Voted 19*l.* 19*s.* to pay the expenses of the Newcastle (Dundrum) and Ballycotton Life-boats, in putting off to the aid of distressed vessels which did not ultimately require the services of the boats.

Also 2*l.* to 4 men, forming the crew of the trawler *Enigma*, for saving the smack *St. Thomas*, of Kingstown, and her crew of 2 men, that vessel being in a very distressed condition off Howth, during a strong N.W. wind on the 11th Sept.

THURSDAY, 5th November :

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 Wells, Blakeney, Cromer, Sheringham, Mundesley, and Hasborough.

Also the Report of the Assistant-Inspector of Life-boats on his visits to Longhope, Stromness,

Inverness, Lossiemouth, Buckie, Banff, Peterhead, Fraserburgh, Stonehaven, Montrose, Sillith, Maryport, Whitehaven, Seascale, and Irvine.

Also the Report of the Second Assistant-Inspector of Life-boats on his recent visits to the Life-boat Stations at Dover, Kingsdowne, Walmer, North Deal, Ramegate, Broadstairs, Kingsgate, Margate, Brighton, and Eastbourne.

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

	£.	s.	d.
Miss J. E. HERRING, "In memory of departed friends." To be added to the amount of Miss ELIZA NEALE'S legacy for the purchase of a Life-boat to be named the <i>Pendock Neale</i> , and placed on the Cornish coast, additional . . . . .	100	0	0
PHILEMOND LAND, Esq., Leamington . . . . .	60	0	0
Mrs. ANNE GOMONDE, additional . . . . .	20	0	0
Collected at the Bristol Mercantile Marine Office, per Captain THOMAS BROOKS, additional . . . . .	14	12	3
Contribution from the Harvest Thanksgiving Offertory at Bexhill Church, near Hastings, per Rev. A. B. SIMPSON, M.A. . . . .	6	11	6
Collected from the Out-Pensioners of the Lynn District, in aid of the support of the <i>Out-Pensioner Life-boat</i> at Arklow, per Major A. M. CARDEN . . . . .	6	11	6
Ditto 2nd Liverpool District, per Major J. F. BIRCH . . . . .	2	11	0
Ditto Newcastle-on-Tyne District, per Major D. BEERE . . . . .	1	15	0
Contents of Contribution Boxes at South Devon Railway Stations, per A. P. PROWSE, Esq., additional . . . . .	5	14	6
Thanksgiving Offertory at St. Mark's Church, Bexhill, near Hastings, per Rev. J. H. SIMPSON, M.A. . . . .	5	12	9
Contents of Contribution Box at the Railway Clearing-House, per Mr. J. McLEAN, additional . . . . .	2	15	6
Half of Collection at Arreton Church, Isle of Wight, per Rev. R. N. DURRANT, M.A. . . . .	1	2	6
— To be severally thanked.			

Reported that the late Mrs. PETER JOHNSTONE, of Harthope, Moffat, N.B., had bequeathed a legacy of 50*l.*, duty free, to the Institution.

Decided to form a Life-boat Station at Staithees, near Whitby, on the Yorkshire coast, and to appropriate the station to the legacy bequeathed to the Institution by the late Mrs. HANNAH YATES, of Sheffield, the boat being named the *Hannah Somerset*.

Reported the transmission to its station of the Irvine new Life-boat, and that a public demonstration had taken place on the occasion of the first launch of the boat on the 17th Oct.

The Glasgow and South-Western Railway Company had kindly granted a free conveyance over their line to the new Life-boat between Carlisle and Irvine.— To be thanked.

Ordered that various works be carried out at the Moelfre and Longhope Life-boat Stations at an expense of 200*l.* 2*s.* 6*d.*

Reported that new Life-boats on the plan of the Institution had been ordered of its builders for Port Napier, in New Zealand, and Ancona, on the Adriatic.

It was stated that the KHEDIVE OF EGYPT was much interested in the efforts now being made to form a Life-boat Institution in his country.

Voted the thanks of the Institution to Captain G. B. BUNBURY, R.N.; C. H. S. LEICESTER, Esq.;

Dr. L'ESTRANGE; J. HOLST, Esq.; and H. A. WATT, Esq., in acknowledgment of their past kind co-operation as the Honorary Secretaries respectively of the Weston-super-Mare, Bembridge, Wicklow, Penarth, and Banff Branches of the Society.

The Committee expressed their deep regret at the lamented decease of the Rev. THOMAS RENWICK, who had been for many years the valued Honorary Secretary of the Brightstone Grange (Isle of Wight) Life-boat Station of the Institution.

Paid 3,45*l.* 6*d.* for sundry charges on various Life-boat Establishments.

Voted 7*l.* 12*s.* to pay the expenses of the Clovelly Life-boat, on the 1st Oct., in putting off to the assistance of the brigantine *Elizabeth*, of Kingstown, which, in a leaky and disabled state, had anchored off Clovelly and hoisted a signal of distress, the crew being exhausted, and it blowing a fresh gale on shore. The Life-boat brought the crew of 7 men on shore.

Also 10*l.* 1*s.* to pay the expenses of the Portrush Life-boat, which, on the 3rd Oct., boarded the schooner *Camden*, of Aberystwith, during a heavy gale of wind on shore, and rescued her crew of 3 men and a boy. The *Camden* had come to an anchor on a lee shore in a dangerous position, and it was important that these men should be got out of her before she parted her cable and got among the breakers, which she was momentarily expected to do.

Also 17*l.* 19*s.* to pay the expenses of the Kessingland No. 1 Life-boat, which, on the 6th Oct., in reply to signals of distress, launched, in a moderate gale, to the assistance of the brig *Sir William Pulteney*, wrecked on the Newcombe Shoal, and from which vessel she saved the master, mate, and 8 fishermen; the *Sir William Pulteney* sinking soon after the rescue was accomplished.

Also 10*l.* 10*s.* to pay the expenses of the Kessingland No. 2 Life-boat, which, on the 21st Oct., saved the crew of 6 men from the brigantine *Emma Eden*, of Guernsey, which was lost on Benacre Point during a strong gale at W.S.W.

Also 21*l.* 1*s.* to pay the expenses of the Brooke Life-boat, which put off through a heavy surf during the night of 17-18th Oct., and rescued the crew of the Spanish brig *Hermoso Habanero*, who were endeavouring to keep themselves afloat in a small boat by riding out the gale under the lee of the wreck of their vessel, which had struck on a reef off Serethmore Point, and sunk to the top of her bulwarks. Nine persons were saved from this wreck.

Also 7*l.* 10*s.* to pay the expenses of the Ardrossan Life-boat on the 21st Oct., on which occasion, after being towed out of the harbour of Ardrossan by the harbour steam-tug, she was successful in saving 6 of the survivors of the crew of the *Clusan*, a steamer belonging to Glasgow, which was wrecked off the port.

Also 31*l.* 16*s.* 6*d.* to pay the expenses of the Fraserburgh Life-boat, which, during a storm from the N.N.W. of hurricane strength, went out on the 21st Oct. and saved the crew of 4 men from the schooner *Moir*, of Portsoy, totally lost on the Fraserburgh Sands; and on the day following, when the gale was still violent, saved 3 men from the ketch *Brick*, of Dunbar, lost on the same sands.

Also 7*l.* 7*s.* to the crew of the Girvan Life-boat. These men, having, by means of lines thrown from the rocks, established a communication with the brig *Uucas*, of Skavanger, Norway, which was wrecked during the heavy storm of 21st Oct., half

a mile north of Girvan pier, were able to send off to the crew of the stranded vessel their Life-belts, and the 8 shipwrecked persons, putting on these, were hauled safely ashore by the lines sent off by the Life-boatmen.

Also 8l. 11s. to pay the expenses of the Hunstanton Life-boat, which saved the crew of 5 men of the brigantine *Liberal*, of Colchester, during a heavy northerly gale on the 21st Oct. The *Liberal* had gone ashore on the Wool Pack Sands, and the rescue had hardly been effected before the vessel went to pieces.

Also 11l. 10s. to pay the expenses of the Southwold Life-boat, which, on the 21st Oct., during a heavy northerly gale, rescued the crew of 5 men from the wreck of the schooner *Pandora*, of Portsmouth, which vessel was lost on the Barnard Sands, sinking ten minutes after the crew were saved. The Life-boat, with the rescued crew on board, then pushed on for another vessel, the three-masted schooner *Glennille*, of Sunderland, which was also ashore on the sands. This vessel was made sail on by the Life-boat's crew, driven over the sands, and eventually, though leaking badly, by great exertions carried into Lowestoft, where she was grounded on the mud. The *Glennille* was a new vessel, and had a crew of 10 men.

Also 15l. 2s. to pay the expenses of the Troon Life-boat, which saved 5 men from the brigantine *Belle Star*, of Yarmouth, N.S., on the 21st Oct., during a heavy northerly gale. The Life-boat had to make two trips off to the *Belle Star*, in consequence of the master having refused to abandon his vessel on the first occasion, although he afterwards hoisted his ensign union down for the Life-boat's assistance.

Also 13l. 17s. 6d. to pay the expenses of the Wells Life-boat, which saved the crew of 6 men from the brig *Indien*, of Bordeaux. The *Indien* was lost north of Wells Harbour during a gale at N.W. on the morning of 22nd Oct. In hopes of saving his vessel, the master remained by her some hours after the arrival of the Life-boat, but at length was forced to abandon her, and, with his crew (in all 6 persons), was with difficulty got on board the Life-boat, which landed them at half-past three in the afternoon, by which time the Life-boat's crew had been afloat ten hours in very inclement weather.

Reported that the Walmer Life-boat had been instrumental in saving the schooner *Mary Ann*, of St. Ives. The *Mary Ann*, which carried a crew of 6 men, had gone ashore on the South Goodwin during the night of 24-25th Oct., with a strong breeze at W.S.W., and the Walmer Life-boat having boarded her, at daylight put part of her crew on board, drove her off the sand, and carried her safely into Ramsgate Harbour.

Voted 20l. 1s. 6d. to pay the expenses of the Montrose No. 1 Life-boat. On the 25th Oct. this boat had gone off, whilst a heavy gale from the south was raging, and rescued the crew of 5 men of the schooner *Active*, of Montrose, which vessel was totally lost on the Annat Bank. The darkness of the morning at the time of the launch, and the circumstance of the Life-boat having at one time to encounter heavy seas on her broadside, made this a very meritorious service.

Also 6l. 15s. to pay the expenses of the Peterhead Life-boat, which, on the 21st Oct., brought on shore the crew of 6 men belonging to the schooner *Dunrobin*, of Wick, which vessel, disabled aloft, and with a signal of distress flying, had been seen driving before the gale, but had brought up in South Bay at the time the Life-boat boarded her.

Also 7l. 14s. to pay the expenses of the Milford

Life-boat, which, on the 23th Oct., went off to the assistance of the *Amelia*, a barque belonging to Liverpool, and brought on shore 8 of her men; the remaining 12 men which formed the crew were taken off by a pilot vessel. The *Amelia* had struck on the Cove Rock, off Linney Head, and became a total wreck.

Also 15l. to pay the expenses of the Lydd Life-boat on the 30th Oct. At 11 P.M., this boat was launched to the *Ville des Couets*, a chasse-marée, belonging to Nantes, which vessel was driven ashore on Dungeness Point during a strong breeze at W.S.W. The Life-boat rescued the crew of 3 men from this vessel. Some difficulty was experienced in getting the Life-boat launched through the surf on the beach, and the fishermen and Coastguard-men who launched the boat were particularly mentioned for their spirited exertions in getting her afloat. This was the first service rendered by this Life-boat (the *David Hallett*), which had only been placed at the station a few weeks previously.

Voted 21l. to pay the expenses of the Hauxley Life-boat, which went off to the steamer *Anglia*, of Dundee, through a heavy swell on the night of the 2nd Nov. The *Anglia* had run ashore in thick weather south of Hadston Scars. The Life-boat landed from her 11 passengers, and then returned to the distressed vessel, on which second occasion the boat and crew received considerable damage alongside in consequence of the heavy swell. This vessel was got off at daylight, after throwing overboard her deck cargo, and was towed into port by steam-tugs.

Reported that on the 2nd Nov. the Moelfre Life-boat had launched at daybreak and assisted to save the *Sarah A. Dudman*, a barque belonging to Yarmouth, N.S. This vessel, which carried a crew of 11 men, had stranded in a dense fog shortly after midnight on the Dulas Rocks. With the assistance of the Life-boat's crew, who also sent a telegram for a steamer, the barque was got off the rocks by 3 P.M., and towed to Beaumaris. Two hours later a storm from the N.E. came on, which would certainly have destroyed the vessel had she still been on the rocks. This was the first service rendered by this Life-boat (the *Lady Vivian*), which had arrived on the station only a short time previously.

Also 190l. 18s. to pay expenses at the following Life-boat Stations, from which either the boats were launched, or at which the crews assembled, in readiness to afford assistance to vessels in distress, but which eventually did not require their services, viz. :—Brightstone Grange, Carnsore, Penarth, Llanddwyn, Lowestoft, Pakefield, New Brighton No. 1, Orme's Head, Kingsdowne, Mullion, Peterhead, Falmouth, New Romney, Lizard, and Cadgwith.

Also 13l. to the master and crew of the Ardrossan steam-tug, for saving, by means of lines thrown from her, 9 of the crew of the wrecked steamer *Chusan*, and afterwards towing out to the wreck the Life-boat *Fair Maid of Perth*.

Also 1l. 10s. to GAVIN KEAN, and 1l. each to 3 other men, for putting off in a shore boat, with the view of saving life from the wreck of the *Chusan*.

Also 2l. 10s. to 5 Coastguard-men of Chapel Station, Lincolnshire, who, on 5th Oct., had with great promptitude launched a shore boat and saved 1 man, who was clinging to the wreck of an experimental iron Life-boat, named the *Rising Star*, which, while on a voyage from Grimsby to Wells, had burst one of her air-cases. There were 2 men on board the *Rising Star* at the time of the accident; one of whom was drowned in trying to swim ashore. It was blowing fresh at

N.W., with a considerable sea on the beach, at the time this service was rendered.

Also 2*l.* to JOHN COVENEY, and 3 other men of Moville, Co. Donegal, for saving a Coast-guard-man from a small yacht which was capsized during a strong S.W. breeze in Moville Bay. Two other Coast-guard-men, who had also been on board the yacht when she capsized, were unfortunately lost before JOHN COVENEY and his men reached her.

Also 1*l.* 10*s.* to FRANCIS McMAHON and 2 other men, who in a small shore boat saved 2 persons, who were capsized in a pleasure-boat, on the 30th August, off Bangor, Co. Down. Two others who were in the pleasure-boat were lost.

Also 2*l.* to JOHN AUSTIN, assistant coxswain of the Shoreham Life-boat, and 2 pilots of that place, for saving, by means of lines, 4 of the crew of the brigantine *Dart*, of Shoreham, which was wrecked to the eastward of Shoreham Harbour pier, on the 6th October. This service was performed at some risk, as it was blowing a heavy gale at the time. Nine of the crew of the *Dart* perished.

#### THURSDAY, 3rd December.

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 Hasborough, Bacton, Palling, Yarmouth, Winterton, Caister, Gorleston, Lowestoft, Corton, Fakenfield, Kessingland, Southwold, Dunwich, Aldborough, and Thorpe.

Also the Report of the Assistant-Inspector of Life-boats on his visits to Androssan, Ayr, Troon, Irvine, Queenstown, Courtmashery, Trauvara, Blind Strand, Ballycotton, Youghal, and Ardmore.

Also the Report of the Second Assistant-Inspector of Life-boats, on his recent visits to Lyme Regis, Sidmouth, Exmouth, Teignmouth, Brixham, Salcombe, Plymouth, Looe, Fowey, Mevagissey, and Portloe.

Reported the receipt of 1,000*l.* from Mrs. ANNIE MATHER, of Berwick-on-Tweed, to defray the cost of a Life-boat Station, in memory of her late husband, the boat being named the *Charles Mather*.

Decided that Mrs. MATHER be specially thanked, and that one of the new Life-boat Stations to be formed at East Hartlepool be offered to her.

Also the receipt of the following special contributions since the last Meeting:—

	£.	s.	d.
Proceeds of an Entertainment on the 15th Nov., by the Newport (Monmouth) Histrionic Club, per G. M. HUMPHRIES, Esq., additional . . . . .	30	13	6
"R." (Swansea) . . . . .	30	0	0
Collected at Foo-Chow-Foo, per THOMAS FAIRHURST, Esq., and G. OLIVER, Esq., additional . . . . .	24	10	0
Collected by Capt. RICHARD BRAINE at Ramsgate (including 2 <i>l.</i> from Mrs. H. BURTON, being the amount of a reward received for finding a gold bracelet) . . . . .	12	4	6
Offertery in the Parish Church of Ketheravon, Wilts, on Sunday, 15th Nov., per Rev. W. H. HEAVEN, M.A. additional . . . . .	1	15	6
Offertery in Harby Church, Melton Mowbray, on 1st Nov., per Rev. M. O. NORMAN, additional . . . . .	1	2	8
Collected from the Out Pensioners of the Birmingham District, in aid of			

	£.	s.	d.
the support of the <i>Out-Pensioner Life-boat</i> at Arklow, per Lieut.-Col. H. M. SMYTH . . . . .	1	15	3
Collected from the Out-Pensioners of the 2nd East London District, per Major J. M. DORÉ . . . . .	1	10	0
—To be severally thanked.			

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

	£.	s.	d.
The late JAMES LAMBERT, Esq., of Alloa . . . . .	500	0	0
and share of residue.			
The late Mrs. MARY ANN GOADSBY, of Fallowfield, Manchester . . . . .	500	0	0
The late Miss ELLIN MARKLAND, of Landsdowne Road, Notting Hill . . . . .	200	0	0

Reported the transmission to their stations of the Brighton and West Hartlepool No. 2 new Life-boats.

The London, Brighton and South Coast Railway Company had kindly promised to grant free conveyances over their line to the Brighton new and old Life-boats.—To be thanked.

Read letter from Mr. E. S. TEGNANDER, of Ockero, Gothenburg, of the 30th October, calling attention to his plan of Life-boat.—To be acknowledged.

Ordered that various works be carried out at the Whitehaven and Lossiemouth Life-boat Stations at an expense of 27*l.* 15*s.*

Paid 3,258*l.* 18*s.* 3*d.* for sundry charges on various Life-boat Establishments.

Voted 2*l.* 12*s.* to pay the expenses of the Lossiemouth Life-boat, which during the night of 9-10th November saved the crew of 10 men from the steamer *Richmond*, of Aberdeen, which was wrecked off Lossiemouth during thick weather and a fresh gale from the N.W.

Also 1*l.* to pay the expenses of the Filey Life-boat, which in a strong breeze and heavy surf was launched to the assistance of the schooner *Corinna*, of Whitby, which on the 12th November, while at anchor in Filey Bay, became leaky and hoisted a signal of distress. Five men (the entire crew) were brought on shore by the Life-boat from this vessel, which afterwards stranded.

Also 9*l.* to pay the expenses of the Kingsdowne Life-boat, which on the 13th November went off in a fresh breeze to the barque *Argam*, of Dundee, then ashore on the South Goodwin, and remained by her till out of danger.

Also 16*l.* 10*s.* to pay the expenses of the Walmer Life-boat, which on the 19th November, about 9 P.M., in answer to signals of distress, put off to the barque *Walsgrief*, ashore on the Flats of the South Goodwin, and remained by the vessel, in a fresh breeze and cross sea, all night. At daylight a steamer got her off the shoal and towed her into port.

Reported that the Holyhead Life-boat had rendered important service to the ship *Great Admiral*, of Boston, which, on the 29th November, at 4 A.M., showed signals of distress, when it was blowing a strong gale at N.W., accompanied by a heavy sea. The *Great Admiral* had, it was found, parted one cable, and momentarily expected to part the other. The Life-boat was requested to return into harbour and procure the assistance of a steamer, which she did.

Voted 6*l.* 18*s.* to pay the expenses of the Padstow Life-boat, which saved 5 men from the schooner *Huldah*, of Waterford, which vessel was lost on the Doom Bar, during a strong N.W. gale, on the morning of the 29th November.

Also 36*l.* 12*s.* 6*d.* to pay the expenses of the Ramsey (Isle of Man) Life-boat, on the night of the 26th November, when she saved the crews of two vessels, the *Maria*, of Preston, and the *Laurel*, of Castletown, Isle of Man. There was a fresh gale from the S.S.E. at the time, and the Life-boat had only returned a short time with the crew of the first wreck, the *Maria*, which consisted of 6 men, when she was called out a second time, and had to proceed a considerable distance—three miles north of the harbour—to achieve the rescue of the crew of the second, that of the *Laurel*. The last crew were safely landed at 1 A.M. on the 27th November.

Voted 6*l.* 18*s.* to pay the expenses of the Tyrella Life-boat, which on the 29th November, during a south-easterly gale, went off to the brigantine *Donna Maria*, of Belfast, which was wrecked in Dundrum Bay. The Life-boat rescued 5 men from this vessel during the night, and a sixth man was got on shore in the morning, having been wedged in by a balk of timber jamming his leg. The second coxswain remained on board the wreck till daylight, employed in sawing the timber to extricate this poor fellow.

Reported that the crew of the Seaham Life-boat, with the assistance of the Coast Brigade men, had been successful in saving 3 of the crew of the schooner *Lady Ann*, of Wells, wrecked against Seaham north pier on the 29th Nov. These men were saved by the Life-boat's lines being thrown to the wreck. JOHN MARSHALL, junior, second coxswain of the Life-boat, went on board the wreck at considerable personal risk, and endeavoured to save the master, who was entangled in the rigging, and from infirmity unable to save himself. He had nearly reached the master when a heavy sea washed them both overboard, and the master perished.

Voted the Silver Medal of the Institution and 1*l.* to JOHN MARSHALL, junior, in acknowledgment of the above gallant service; and a reward of 1*l.* to ANTHONY HEDWORTH, and 5*l.* among the other men.

Also 108*l.* 5*s.* 5*d.* to the following Life-boat's crews, for either launching with the view of saving life from vessels in distress, or assembling in expectation of their services being required, viz., Peterhead, Newquay (Cornwall), New Brighton No. 1, Fishguard No. 1, Padstow, Ilfracombe, Kingsgate, St. Ives, Hayle, Whitby No. 1, Hornsea, Scarborough, and Winchelsea.

Also 3*l.* 10*s.* to Mr. W. H. STEVENS, Chief Boatman in charge of Atherfield Coastguard Station, and 5 other Coastguard men, who rescued 3 persons from the smack *Ranger*, of Fowey, wrecked on Atherfield Ledge on the 25th Oct., during a strong breeze at S.S.W.

Also 4*l.* to THOMAS WILLIAMS and 7 other men of Aberystwith, who put off in a shore boat from that place on the 17th Oct., and rescued 3 men who had been blown out to sea the night before from Aberayron, and were in a very exhausted condition.

Also 10*l.* to the coxswains of the Sunderland Life-boat No. 1 and No. 3, and 8 other men, who carried a shore boat a mile along shore, and launched through a heavy sea to the assistance of the brig *Bermuda*, of Portsmouth, stranded during a strong S.E. breeze on the 25th Nov. These men had to make three trips off to the *Bermuda*, eventually landing the crew of 8 men and the pilot.

It was impossible to get the Life-boat to the assistance of the *Bermuda* on account of the shallowness of the water over the rocks on which she was stranded, and all the Coastguard efforts to extend help by rocket-lines had failed.

## LIFE-BOAT SERVICES DURING THE STORMS OF DECEMBER 1874.

DURING the month of December last, the most successful and continuous services to the shipwrecked that had ever been recorded in the course of one month were performed by the Life-boats of the NATIONAL LIFE-BOAT INSTITUTION.

To describe them in detail would occupy so much space that we can only present a summary of them; yet would it be ungrateful to the brave men who have so nobly furthered the humane object of the Institution, and upheld the honour and credit of their country, were we to let them pass without a remark.

It would, perhaps, be invidious to select any special cases in preference to others, where all have done so well. There have been, however, amongst them services of the grandest character.

In one case a boat has hardly landed with her living freight from the very jaws of death, when she is summoned again to launch, her crew vieing with each other once more to face the storm and the crushing surf, whilst others are as eager to displace them and share their glorious work.

In other cases the brave fellows, in their anxiety that valuable time should not be lost, often seize their life-belts, rush into their boat, some insufficiently clad, and after several hours of exposure to the cold, alternately drenched by salt water and by fresh, and without food or drink, land in an equal or greater state of exhaustion than the rescued men they have brought safe to land.

Others have gone forth in the dark night, when the danger and difficulty of the work before them are doubled, nay, often quadrupled, in reply to the distant rocket or booming gun from the lightship near the outlying banks which flank our shore, and, although in most cases successful, yet having the mortification at times to find, on arrival at the spot, that vessel and crew had been swallowed up together, and that their long hours of risk and exposure had been in vain.

Such deeds, however, can be but weakened by any attempts to describe them; we therefore leave the following noble list of one month's work of our boats and men to tell its own tale.

Date of Wreck.	Site of Wreck.	Wind and Weather.	Name of Vessel.
1874.			
Dec. 2	Ireland's Eye Island . . . . .	N.E., Gale . . . . .	Howth Shore Boat . . . . .
" 3	Salthouse, Norfolk . . . . .	N.E., Heavy Gale . . . . .	Ship Peter, of Riga . . . . .
" 7	Ayr . . . . .	N.W., Gale . . . . .	Schooner Princess Helena, of Fowey . . . . .
" "	Dungeness . . . . .		Ship Jason, of Greenock . . . . .
" 8	Looe Bay . . . . .	W., Heavy Gale . . . . .	Schooner Carolina, of Amsterdam . . . . .
" "	Penarth Roads . . . . .	W., Fresh Gale . . . . .	Barque Laura Maria, of Dantzic . . . . .
" "	Chapelrossan, N.B. . . . .	S.E., Strong Wind . . . . .	Yacht Ethel, of Dromore . . . . .
" "	Ramsey . . . . .	Heavy Sea . . . . .	Brigantine Messereene . . . . .
" "	Seaham Harbour . . . . .	E.N.E., Very Rough . . . . .	Schooner Queen of the Isles, and Brig Conqueror . . . . .
" 9	Yarmouth Roads . . . . .	N.W., Fresh Breeze . . . . .	Barque Kingsdowne, of South Shields . . . . .
" "	Brackelsham Bay, Sussex . . . . .	W., Heavy Gale . . . . .	Barque Haitiéne, of Rouen . . . . .
" "	Sand Hale, Lincolnshire . . . . .	N.N.E., Gale . . . . .	Schooner Kathleen, of Lynn . . . . .
" "	Ditto . . . . .	Ditto . . . . .	Ditto . . . . .
" "	Ditto . . . . .	Ditto . . . . .	Ditto . . . . .
" "	Guernsey . . . . .	N., Hurricane . . . . .	Schooner Old Goody, of Whitstable . . . . .
" "	Brake Sand . . . . .	N.N.W., Gale . . . . .	Schooner Marie Felix, of Nantes . . . . .
" "	Bamburgh Sands . . . . .	Gale, Heavy Sea . . . . .	Barque John George, of Antwerp . . . . .
" "	Goodwin Knoll . . . . .	N.W., Heavy Sea . . . . .	Barque Kingfisher, of Shields . . . . .
" "	Brake Sand . . . . .	N.W., Fresh Gale . . . . .	Schooner Marie Felix, of Nantes . . . . .
" "	Coatham Reach . . . . .	N.E. by E., Gale . . . . .	Brig Garibaldi, of Cowes . . . . .
" "	Saltburn . . . . .	N.E., Gale . . . . .	SS. Grinkle, of Newcastle-on Tyne . . . . .
" "	Huttoft, Lincolnshire . . . . .	N.E., Violent Gale . . . . .	Schooner Laurel, of London . . . . .
" "	Wells East Sands . . . . .	N.E., Strong Wind . . . . .	Brig Domonico, of Genoa . . . . .
" "	Whitby Sands . . . . .	N.E., Gale . . . . .	Schooner Pride, of Southampton . . . . .
" 16	Ditto . . . . .	E., Heavy Gale . . . . .	Ditto . . . . .
" 11	Bettystown, Ireland . . . . .	S.S.E., Strong Gale . . . . .	Schooner Earl Gower, of Balbriggan . . . . .
" "	Cowden . . . . .	S., Strong Wind . . . . .	SS. Brighton, of London . . . . .
" "	Lowestoft . . . . .	S., Moderate Gale . . . . .	Schooner Lady Bassett, of Brixham . . . . .
" "	Seaford Bay . . . . .	W.S.W., Gale . . . . .	Schooner Delight, of Rye . . . . .
" "	Dungeness . . . . .	N.E., Fresh Gale . . . . .	Barque Alliance, of London . . . . .
" "	Pakefield . . . . .	Heavy Gale . . . . .	Billiboy Argo, of Goole . . . . .
" "	Ditto . . . . .	Ditto . . . . .	Ditto . . . . .
" "	Scarborough . . . . .	S.E., Heavy Sea . . . . .	Fishing Coble of Scarborough . . . . .
" "	Wainfleet Flats, Lincolnshire . . . . .	S., Fresh Gale . . . . .	Brig Adolphe, of Rochefort . . . . .
" "	Theddlethorpe, Ditto . . . . .	S.E., Gale . . . . .	Brig Rimae, of Liverpool . . . . .
" "	Tynemouth . . . . .	S.E., Strong Wind . . . . .	Steamer Breeze, of Hartlepool . . . . .
" "	Great Yarmouth . . . . .	S., Gale . . . . .	Fishing Smack Rosa, of Great Yarmout . . . . .
" 12	Roar Bank, Dungeness . . . . .	N.W., Moderate Breeze . . . . .	Barque Mary A. Way, of Liverpool . . . . .
" "	Padstow . . . . .	N., Rough . . . . .	Brig Thomas, of Whitenaven . . . . .
" 13	Cross Sand . . . . .	N.E., Heavy Sea . . . . .	Unknown . . . . .
" "	Filey . . . . .	S.S.E. . . . .	Unknown . . . . .
" "	Lizard Lighthouse . . . . .	N.W., Strong Gale . . . . .	Steamer Ousel . . . . .
" "	Lydd, Dungeness . . . . .	N., Fresh Gale . . . . .	Barque Duna, of Riga . . . . .
" 15	Holyhead . . . . .	S., Strong Gale . . . . .	Schooner City of Chester . . . . .
" 16	Ilfracombe . . . . .	Gale . . . . .	Brig Annie Arby, of Dublin . . . . .
" "	Ditto . . . . .	Ditto . . . . .	Brig Utility, of Workington . . . . .
" "	Ditto . . . . .	Ditto . . . . .	Ditto and Brig Annie Arby . . . . .
" "	Off Dungeness . . . . .	E.S.E. . . . .	Brig Regina, of Sunderland . . . . .
" "	St. Ives . . . . .	N.N.E., Heavy Gale . . . . .	Schooner Jasper, of St. Ives . . . . .
" 17	South Bay, Wexford . . . . .	N.E., Gale . . . . .	Schooner Favourite, of Dublin . . . . .
" 19	Horse Bank, Lytham . . . . .	W.N.W. . . . .	Brigantine Alfred, of Swansea . . . . .
" "	Ditto . . . . .	Ditto . . . . .	Ditto . . . . .
" 20	Barber Sand, Norfolk . . . . .	N.E., Strong Wind . . . . .	Schooner Victoria, of Blyth . . . . .
" "	Corton Sand, Suffolk . . . . .	Ditto . . . . .	Brig Sarah, of Whitby . . . . .
" "	Ditto . . . . .	Ditto . . . . .	Ditto . . . . .
" 24	The Lizard . . . . .	Strong Wind . . . . .	Norwegian Barque Ala . . . . .
" "	Jury's Gap . . . . .	S., Heavy Sea . . . . .	Schooner Celeste Houri . . . . .
" 29	Goodwin Sands . . . . .	E.S.E., Fresh Breeze . . . . .	Barque Consul Platen, of Stralsund . . . . .
" 30	Alnmouth . . . . .	S.E., Heavy Sea . . . . .	Alnmouth Fishing Boat . . . . .
" "	Filey . . . . .	N.E., Heavy Sea . . . . .	Two Filey Fishing Cobles . . . . .
" 31	Spittal Point . . . . .	Strong Wind, Ditto . . . . .	Sloop Nil Desperandum, of Sunderland . . . . .

## SUMMARY FOR THE MONTH OF DECEMBER, 1874.

Number of Lives rescued by Life-boats, in addition to 4 vessels saved by them . . . . . 122  
 Number of Lives saved by Shore Boats . . . . . 29

Total number of Lives saved during the month . . . . . 151

Amount of Rewards granted during the Month . £755 5s. 1d.

Note.—It frequently happens, as shown above, that when Life-boats put off in reply to signal



Life-boat Station.	Name of Life-boat.	Nature of Service.
South	Clara Baker	1 man saved.
Derby	Duncan	Found vessel abandoned.
Weymouth	Glasgow Workman	5 lives saved.
Weymouth	David Hulett	Rendered assistance.
Weymouth	Oxfordshire	Remained by vessel.
Weymouth	George Gay	Ditto.
Weymouth	Edinburgh and R. M. Ballantyne.	1 man saved.
Weymouth	Two Sisters.	Crew assembled.
Weymouth	The Sisters Carter, of Harrogate.	Services not required.
Weymouth, No. 2	Boys.	Assisted to save vessel and crew of 9 men.
Weymouth Harbour	Undaunted	Remained by vessel.
Weymouth Nook	North Briton	3 lives saved.
Weymouth	Manchester Unity.	Found vessel abandoned.
Weymouth	Ditto	Saved vessel.
Weymouth	Louisa Hall.	Rendered assistance.
Weymouth	Van Kook	Found vessel abandoned.
Weymouth	Joseph Austice.	11 lives saved.
Weymouth	Bradford	10 ditto.
Weymouth	Ditto	Found vessel abandoned.
Weymouth	Burton-on-Trent	Crew saved by rocket apparatus.
Weymouth	Appleryard	10 lives saved.
Weymouth	Birmingham	Services not required.
Weymouth	Eliza Adams	Put off, but crew saved by shore boats.
Weymouth	Harriott Forteach	2 lives saved.
Weymouth	Ditto	8 ditto.
Weymouth	Old George Irlam of Liverpool.	Put off, but services not required.
Weymouth	B. Wood	Ditto ditto ditto.
Weymouth	George	4 lives saved.
Weymouth	Elizabeth Boys.	5 ditto.
Weymouth	Dr. Hatton	10 ditto.
Weymouth	The Sisters	Crew saved by rocket apparatus.
Weymouth	Henry Burford, R.N.	
Weymouth	Lady Leigh.	Put off, but services not required.
Weymouth	Herbert Ingram	Put off, but services declined.
Weymouth	Dorinda and Barbara.	Put off—services not required.
Weymouth	Constance	Put off, but found vessel abandoned.
Weymouth	Duff	Put off, but services not required.
Weymouth	Dr. Hatton	Rendered assistance.
Weymouth	Albert Edward	6 lives saved.
Weymouth	Birmingham, No. 2	Rendered assistance.
Weymouth	Hollon	Crew assembled.
Weymouth	Anna Maria	Put off, but services not required.
Weymouth	David Hulett	Put off—crew saved by shore boats.
Weymouth	Princess of Wales	Remained by vessel.
Weymouth	Broadwater	7 men and vessel saved.
Weymouth	Ditto	5 lives saved.
Weymouth	Grace Woodbury	Put off, but services not required.
Weymouth	Dr. Hatton	Remained by vessel.
Weymouth	Covent Garden.	Assisted to save vessel and crew of 5 men.
Weymouth	"Ethel Eveleen"	5 lives saved.
Weymouth	Wakefield	Put off, and found vessel abandoned.
Weymouth	Eliza Fernley	Crew assembled.
Weymouth	Boys	5 lives saved.
Weymouth	Ditto	6 ditto.
Weymouth	Lætitia	Put off, but services not required.
Weymouth	Anna Maria	Services not required.
Weymouth	Arthur Frederick	4 lives saved.
Weymouth	Bradford	Brought ashore 5 of the crew of the vessel from the lightship.
Weymouth	John Atkinson.	Rendered assistance.
Weymouth	Hollon	Ditto ditto.
Weymouth	Albert Victor	Put off, but found vessel abandoned.

GENERAL SUMMARY OF 1874.

Number of Lives rescued by Life-boats, in addition to 15 vessels saved by them	543	£.	s.	d.
Number of Lives saved by Shore Boats, &c.	170	..	..	..
Amount of Rewards to Crews of Life-boats and Shore Boats	..	2,413	15	3
Honorary Rewards:—Silver Medals	11	..	..	..
Votes of Thanks on Vellum and Parchment	18	..	..	..
Total	29	713	£2,413	15 3

Distress, the vessels either get out of danger or their crews are rescued by other means.

# 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-three Life-Boat Stations under the Management of the Institution.

ENGLAND.		SCOTLAND.	
Northumberland—Berwick-on-Tweed—Holy Island (two boats)—North Sunderland—Sunder—Alnmouth—Hawley—Cresswell—Newbiggin—Blyth (two boats)—Cullercoats—Tyemouth (two boats)	South Devon—Sidmouth—Exmouth—Teignmouth—Brixham—Salcombe—Plymouth	Kirkcudbright—Kirkcudbright—Wigtonshire—Whithorn—Port Logan—Ayrshire—Ballantrae—Girvan—Ayr—Troon—Irvine—Ardrossan	Isle of Arran—Kildonan—Argyllshire—Campbeltown—Southend—Caithness-shire—Thurso—Orkney Islands—Longhope—Stromness—Elginshire—Lomesholm—Banffshire—Buckie—Banf—Aberdeenshire—Frazerburgh—Peterhead—Kincairdineshire—Stonehaven—Forfar—Montrose (two boats)—Arbroath—Buddon Ness and Brangly Ferry (Dundee)
Durham—Whitburn—Sunderland (four boats)—Seaham—West Hartlepool (two boats)—Seaton Carew	North Devon—Cloveley—Appledore (two boats)—Braunton—Morte Bay—Ilfracombe—Lynmouth	Forfar—Montrose (two boats)—Arbroath—Buddon Ness and Brangly Ferry (Dundee)	Fifehire—St. Andrews—Anstruther—Haddingtonshire—North Berwick—Dunbar
Yorkshire—Middlesbrough—Redcar—Saltburn—Staithes—Ruswick—Uppang—Whitby (two boats)—Scarborough—Filey—Flamborough (two boats)—Bridlington—Bosnes—Withernsea	Somerset—Watchet—Burnham—Cheshire—New Brighton—do. Tubular—Lancashire—Southport—Lytham—Blackpool—Fleetwood—Piel		
Lincoln—Cleethorpe—Donna Nook—Theddlethorpe—Sutton—Chapel—Skegness	Cumberland—Whitehaven—Maryport—Silloth		
Norfolk—Hunstanton—Brancaster—Wells—Blakeney—Sheringham—Ormer—Mundesley—Easton—Hasborough—Falling (two boats)—Winterton—Caister (two boats)—Yarmouth (two boats)	Isle of Man—Ramey—Douglas (two boats)—Castletown		
Suffolk—Gorleston—Corton—Lowestoff (two boats)—Pakefield (two boats)—Kessingland (two boats)—Southwold (two boats)—Dunwich—Thorpeness—Alborough	WALES.		
Kent—Margate—Kingsgate—Broadstairs—Rangswick—North Deal—Walmer—Kingsdowne—Dover—New Romney—Dungeness	Glamorganshire—Fenarth—Porthcawl—Swansea	IRKLAND.	
Sussex—Rye—Winchelsea—Hastings—Eastbourne—Newhaven—Brighton—Shoreham—Worthing—Selsey—Chichester Harbour	Carmarthenshire—Fombrey—Carmarthen Bay	Co. Londonderry—Greencastle—Antrim—Portran	
Hampshire—Hayling Island	Pembrokeshire—Tenby—Milford—Solva—St. David's—Fishguard (two boats)	Down—Groomsport—Ballywater—Tyrrell—Newcastle (Dundrum Bay)	
Isle of Wight—Bembridge—Brightstone Grange—Brooke	Cardiganshire—Cardigan—Newquay—Aberystwith	Louth—Dundalk—Drogheda (two boats)—Dublin—Skerris—Bogertown—Howth—Poolbeg—Kingstown	
Aldersey—St. Anne	Merionethshire—Aberdovey—Barmouth—Carnarvonshire—Portmadoc—Abersoch—Porthdinllaen—Orme's Head	Wicklow—Greystones—Wicklow—Arklow—Wexford—Countroun—Cahore—Wexford (two boats)—Carroon—Duncannon	
Guernsey—St. Samson's	Anglesey—Llandwyn—Rhoemeidr—Rhoselyn—Holyhead—Cemaes—Bali Bay—Moaif—Penmon	Waterford—Tramore—Dungarvan—Ardmore	
Dorset—Poole—Chapman's Pool—Kinsridge—Weymouth—Lynze Begis.	Denbighshire—Llanddulas	Cork—Youghal—Rallycootton—Queenstown—Courtmasherry	
	Flintshire—Rhyll (Tubular)	Kerry—Valentia	

Total, 243 Life-boats.

## Services of the Life-boats of the Institution in 1874.

<i>Active</i> , schooner, of Montreal . . . 5	<i>Am</i> , schooner, of Padstow . . . 4	<i>Lady Basset</i> , schooner, of Brixham . . . 4	<i>Princess Helena</i> , schooner, of Fovey . . . 5
<i>Albion</i> , barque, of London . . . 10	<i>Ann</i> , brig, of Mizen . . . 10	<i>Lady Handcock</i> , barque, of Liverpool . . . 17	<i>Regina</i> , barque, of Boston—rendered assistance.
<i>Alma</i> , barque, of Tonsberg . . . 13	<i>Glenwill</i> , schooner, of London—assisted to save vessel and crew 10	<i>Laura Maria</i> , barque, of Dantzic—remained by vessel.	<i>Richmond</i> , steamer, of Aberdeen—rendered assistance. . . 10
<i>Amelia</i> , screw steamer, of Liverpool . . . 8	<i>Great Admiral</i> , ship, of Bristol—rendered assistance.	<i>Lawd</i> , smack, of Castletown . . . 3	<i>Toss</i> , schooner, of Youghal . . . 4
<i>Anglia</i> , screw steamer, of Dundee 13	<i>Gravel</i> , screw steamer, of Liverpool . . . 10	<i>Lery</i> , smack, of Aberdeen . . . 5	<i>Byernon</i> , ship, of Yarmouth, N.S.—rendered assistance.
<i>Anna</i> , schooner, of Drammen, Norway . . . 6	<i>Gutenberg</i> , barque, of Hamburg—assisted to save vessel and crew . . . 20	<i>Liberal</i> , brigantine, of Colchester . . . 5	<i>Sarah M. Dudman</i> , barque, of Yarmouth, N.S.—rendered assistance.
<i>Annie Argy</i> , brig, of Dublin—saved vessel and crew . . . 7	<i>Harriet Julia</i> , brigantine, of Liverpool—remained by vessel.	<i>Linda Flor</i> , brigantine, of Ipswich—rendered assistance.	<i>Sir William Pullen</i> , brig, of Guernsey . . . 10
<i>Arpana</i> , barque, of Newcastle—remained by vessel.	<i>Helene</i> , schooner, of Cranx . . . 4	<i>Marie Elizabeth</i> , sloop, of Honfleur . . . 4	<i>Sophia and Isabella</i> , schooner, of Lowestoff—rendered assistance.
<i>Balta</i> , schooner, of Liverpool . . . 3	<i>Henry</i> , brigantine, of Youghal	<i>Marie</i> , schooner, of St. Valery-en-Caux . . . 5	<i>Spirited</i> , schooner, of Aberystwith—saved vessel and crew 5
<i>Bomborough</i> , screw steamer, of North Shields . . . 11	<i>Hermosa Habanero</i> , Spanish brig . . . 8	<i>Marie</i> , lugger, of London, France—saved vessel and crew	<i>Thomas</i> , brig, of Whitehaven . . . 6
<i>Beckwith</i> , brig, of Shields—remained by vessel.	<i>Hrowth</i> , schooner, of Waterford . . . 5	<i>Marianna</i> , brig, of Bordeaux—assisted to save vessel and crew . . . 8	<i>Three fishing boats</i> , of Buckle 17
<i>Belle Star</i> , brigantine, of Yarmouth, N.S. . . . 5	<i>India</i> , brig, of Bordeaux . . . 6	<i>Mary</i> , smack, of Grimsby . . . 5	<i>Topaz</i> , schooner, of Glasgow—remained by vessel.
<i>Brick</i> , ketch, of Dunbar . . . 3	<i>Industry</i> , schooner, of Girvaan . . . 3	<i>Mary Ann</i> , schooner, of St. Ives—assisted to save vessel and crew . . . 8	<i>Utility</i> , brig, of Workington . . . 5
<i>Camden</i> , schooner, of Aberystwith . . . 4	<i>Jane Young</i> , barque, of Ardrossan—assisted to save vessel and crew . . . 8	<i>Mary Jane</i> , schooner, of Liverpool . . . 5	<i>Uncas</i> , brigantine, of Stavanger, Norway . . . 9
<i>Cawdrea</i> , barque, of Bideford . . . 4	<i>Jasper</i> , schooner, of St. Ives . . . 5	<i>Mary A. Way</i> , ship, of Liverpool—rendered assistance.	<i>Venus</i> , smack, of Douglas—saved vessel and . . . 4
<i>Carolina</i> , schooner, of Amsterdam—remained by vessel.	<i>Jerome</i> , schooner, of Belfast—rendered assistance.	<i>Minnie</i> , ketch, of Bideford . . . 4	<i>Victoria</i> , schooner, of Blyth . . . 5
<i>Catelet Hourt</i> , schooner, of Caen . . . 4	<i>Jessie</i> , schooner, of Blyth . . . 6	<i>Moir</i> , schooner, of Portsoy . . . 5	<i>Ville des Coeurs</i> , chasse-maree, of Nantes . . . 3
<i>Chusan</i> , steamer, of Glasgow . . . 5	<i>John George</i> , barque, of Antwerp 11	<i>Monidora</i> , schooner, from Liverpool . . . 4	<i>Valagrie</i> , barque, of Scarborough—remained by vessel.
<i>Covina</i> , schooner, of Whitby . . . 5	<i>John and Jenefer</i> , schooner, of Rowley . . . 5	<i>New Eagle</i> , hillyoat, of Grimsby—rendered assistance.	Total lives saved by Life-boats, in 1874, in addition to 15 vessels . . . 543
<i>Delight</i> , schooner, of Eye . . . 5	<i>John Barbour</i> , ship, of St. John's, N.B.—rendered assistance.	<i>Newbiggin</i> fishing cobles—rendered assistance.	During the same period the Institution granted rewards for saving lives by fishing and other boats . . . 170
<i>Donna Maria</i> , brigantine, of Belfast . . . 6	<i>J. T. S.</i> , schooner, of Barrow . . . 5	<i>Ocean</i> , of MacDuff, and <i>Guiding Star</i> , of Banff, fishing boats . . . 10	Total of Lives saved 713 in Twelve Months . . .
<i>Dunrobin</i> , schooner, of Wick . . . 5	<i>Kathleen</i> , sloop, of Lynn—saved vessel and crew . . . 3	<i>Old Goady</i> , schooner, of Whitstable—rendered assistance.	
<i>Eliza Cornish</i> , schooner, of Sunderland, saved vessel and crew	<i>Kilda</i> , yacht, of Belfast—assisted to save vessel and crew . . . 5	<i>Pandora</i> , schooner, of Portsmouth . . . 5	
<i>Elizabeth</i> , brigantine, of Kingstown . . . 5	<i>Knights</i> , barque, of Shields . . . 10	<i>Pride</i> , schooner, of Southampton . . . 10	
<i>Emma Etes</i> , brigantine, of Guernsey . . . 6	<i>Kingdowne</i> , barque, of South Shields—saved vessel and crew 9		
<i>Essex</i> , brig, of Sunderland . . . 5	<i>Krona</i> , barque, of Roganans, Sweden—assisted to save vessel and crew . . . 12		
<i>Ethel</i> , yacht, of Drumore . . . 1			
<i>Favourite</i> , schooner, of Dublin . . . 5			
<i>Five fishing cobles</i> , of Whitby . . . 15			
<i>Forest</i> , ship, of Windsor, N.S.—remained by vessel.			
<i>Frisa</i> , barque, of Blyth—saved vessel and crew . . . 11			

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1874) the ROYAL NATIONAL LIFE-BEAT INSTITUTION expended £23,460 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 713 persons from various Shipwrecks on our Coasts, for which services it granted 29 Silver Medals and Votes of Thanks on Vellum, and pecuniary rewards to the amount of £2,413.

The number of Lives saved, either by the Life-boats of the Society, or by special exertions for which it has granted Rewards, since its formation, is 23,900; for which Services 91 Gold and Silver Medals, and £43,600 in cash, have been granted.

The expense of a Life-boat, its equipment, transporting, carriage, and boat-house, averages £800, in addition to £70 a year needed to keep the establishment in a state of efficiency.

Donations and Annual Subscriptions are earnestly solicited, and will be thankfully received by the Bankers of the Institution, Messrs. WILLS, PROVOSE, and CO., 76 Lombard Street; by all the other Bankers in the United Kingdom; and by the Secretary, RICHARD LAWRIE, Esq., at the Institution, 14 JOHN STREET, ADELPHI, LONDON, W.C.—February, 1875.