

THE LIFE-BOAT,

OR

JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

(ISSUED QUARTERLY.)

VOL. IX.—No. 98.] NOVEMBER 1ST, 1875.

[PRICE 4d.
WITH WRECK CHART.]

THE MERCHANT SHIPPING ACT, 1875.

(UNSEAWORTHY SHIPS, 38 & 39 VICTORIA, CAP. 88.)

THE Act which was passed at the end of last Session for the better security of ships and sailors, although only to continue in force for one year, is of considerable importance, as showing the tendency of legislation. The battle will have to be fought over again, and important alterations and additions may be made before the principle of modern maritime legislation is finally embodied in a legal shape which shall be satisfactory to the nation at large. Vested interests will make a hard fight yet for their view of the matter, and with the increased light being continually brought to bear on every dark corner and too long hidden mystery of *maritime trade*, we may expect increased demands for legislation and Government interference. Nor is it likely that the sailor himself, with increased knowledge of his own importance, rights, and hardships—now for the first time set before him in some quarters in strong colours, too often heightened by party motives and ill-considered zeal—will remain as silent as he has done in past years. To-day the friends of the sailor are fighting for his right to be afforded every chance of performing his voyage in safety by being provided with a sound ship: to-morrow the sailor himself will be demanding terms more favourable to himself than have hitherto been dreamed of by his

employers; and Parliament will have to cope with that, as it has had to contend with the difficulties of to-day. There will be this difference, however, that in the legislation of to-day the sailor himself takes no part; it may be anticipated that hereafter he will want to take an important part. Degraded by long periods of neglect, and by being systematically thought of, dealt with, and spoken of as a mere drinking and working animal, to be tossed on board in a helpless state, when the ship was ready for sea, for the purpose of hauling on certain ropes when he got sober, and to be tossed on shore again at the end of the voyage to get drunk and remain so till wanted once more, the sailor now views with a wondering sort of listlessness the efforts made to raise his moral and social condition. But this cannot always be so. Jack is what he is—a reproach to us among the maritime nations of the earth, and dying out, besides, from disease and drink, and daily making more room for the sailors of other nations to take his place under the British flag, to the great loss of the same in prestige now and actual might in time of war. But if England is true to her traditions as the great maritime nation of the world, the sailors in British ships must become once more not only exclusively of British blood, but they must be brought

up as sailors, and they must take that place in the moral world which is occupied by the great mass of their brethren: that is to say, instead of being marked throughout the world as the most utterly debauched men in it, they must at least be no worse than their neighbours. And so urgent is the need, that we may safely assume that by the infusion of fresh blood from the training-ships hereafter to be established in every British port, by the abolition of the *advance note* and *crimping* system yet to be made law, and stricter surveillance as to the sobriety and healthiness of the crews before shipment and sailing, great strides will be made in the next few years. But the sailor, once emancipated ever so little from his state of alternate serfdom and intoxication, will speedily make his voice heard, it may be feared not always wisely or to the advantage of the commonwealth. It is impossible but that a quarter of a million of British-born men, united by a thousand ties of common profession, common dangers, and common hardships, will have something to say to the laws by which they are to be governed—if only, and when, they can be got to remain sober—though it be only for ever so short a space of time.

It is in the interest of the public when the time comes, and the merchant seaman, sufficiently awakened from his long sleep of intoxication and sufficiently reinvigorated by new young blood, is beginning to feel himself really a power in the State, that there should be no grievance of which he can, in so far as Parliament or owners are responsible, complain; and therefore we rejoice at all legislation which tends to make the transit of commerce safer by sea, in so far as legislation can promote that result, and we also rejoice at all legislation which gives promise of decreasing loss of life or abolishing a sailor's grievance. It cannot be doubted that ways will, or can, be ultimately devised for giving every security against dishonest traders and owners, and every security to the sailor against his being

needlessly exposed to risk, without unfairly tramelling Owners; but to do so requires the careful remodelling of a gigantic system which, owing to long years of neglect, has become misshapen and out of course. These things cannot be mended by the passing of a few laws at the end of a session; and the truth at the bottom of the whole question is that no laws will materially affect the loss of property and life at sea until the sailor is raised out of his slough of utter degradation, and made a sober, honest man.

The new Bill, which is to remain in force until the 1st October, 1876, is entitled "The Merchant Shipping Act, 1875," and is to be "construed as one with the Merchant Shipping Act, 1854." Section 1 provides for the appointment of proper officers with the power to detain unseaworthy ships, and states that any such officer may order a ship to be detained for the purpose of survey if, "upon inspection or otherwise," he has reason to believe that she is defective in the "condition of her hull, equipments, or machinery; or by reason of overloading or improper loading" is "unfit to proceed to sea without serious danger to human life." And it further enacts that any person wilfully impeding the officer in his examination of the ship, or any other part of his duty, is subject to the penalties specified by the Merchant Shipping Act of 1854. Section 2 enacts that whenever a complaint is made to the BOARD OF TRADE or the detaining officer above-mentioned, by one-fourth of the crew, that the ship is unable to proceed to sea "without serious danger to human life," it shall be the duty of the Board, or the officer, if the complaint is made within sufficient time for that purpose before sailing, "without requiring any security for the payment of costs and expenses, to take proper steps for ascertaining whether the ship ought to be detained for the purpose of being surveyed."

Section 3 enacts that "no cargo of which more than one-third consists of any kind of grain, corn, rice, paddy, pulse,

seeds, nuts, or nut kernels" shall be carried unless such grain is contained in bags, sacks, or barrels, or secured from shifting, by boards, bulkheads, or otherwise. The penalty to which the master of the ship shall become liable who knowingly shall fail to comply with this law shall not exceed 200*l*.

Section 4 enacts that "section 11 of the Merchant Shipping Act, 1871, shall be repealed, and in lieu thereof it shall be enacted:—

"1. That every person who sends a ship to sea in such unseaworthy state that the life of any person would be likely to be thereby endangered, and the managing owner of any British ship so sent to sea from any port in the United Kingdom, shall be guilty of a misdemeanour, unless he proves that he used all reasonable means to ensure her being sent to sea in a seaworthy state, or proves that her going to sea in such unseaworthy state was, under the circumstances, reasonable and justifiable; and for the purpose of giving such proof such person may give evidence in the same manner as any other witness."

The second sub-section goes on to enact that every person who "attempts or is party" to an attempt to send a ship to sea in the aforementioned condition shall also be guilty of misdemeanour.

The third sub-section of the same section states that "every master of a British ship who knowingly takes the same to sea in such unseaworthy condition" shall also be guilty in a like manner.

The fourth sub-section enacts that every owner of a British ship shall register, at the custom-house of the port the ship is registered in, the name of the managing owner, or person entrusted with the management; and if he fail to do so he shall be liable to a penalty not exceeding 500*l*. every time the ship leaves any port in the United Kingdom.

The fifth sub-section includes as liable to the penalty laid down in the first paragraph of this fourth clause, "every person so registered as managing owner."

The sixth sub-section is to the effect

that "no prosecution under this section shall be instituted except by or with the consent of the Board of Trade."

The seventh sub-section, that "no misdemeanour under this section shall be punishable upon summary conviction."

The fifth, sixth and seventh sections deal with the much vexed questions of deck lines and load lines, and the substance of the new regulations may be stated thus:—

Every British ship shall on or before the day of registry be "permanently and conspicuously marked with lines of not less than twelve inches in length and one in breadth; painted longitudinally on each side amidships"—"the upper edges of each of the lines being level with the upper side of the deck plank next the waterway at the place of marking." The lines to be white or yellow on a dark ground, or black on a light ground. This is for the purpose of indicating the position of each deck which is above water. This regulation does not apply to fishing vessels, coasters, or yachts. Also every ship is, on being entered on a voyage outwards, to be marked on each side amidships, either in dark on a light ground, or in light on a dark ground, with a circular disc twelve inches in diameter, with a horizontal line eighteen inches in length drawn through its centre. The centre of the disc intimating the maximum load line, in salt water, to which the owner intends to load the vessel for that voyage. And, further, the form of entry is to state the distance in feet and inches between the centre of the disc and the upper edge of each of the before-mentioned deck lines.

Until these regulations are complied with the customs officers are not to enter the ship outwards; and the master of the ship is to enter a copy of the statement as to the position and distance of the marks in the agreement with the crew before they sign it, and also in the log; and the marks are not to be altered until the vessel returns to her port of discharge in the United Kingdom. Any owner or

master who fails to comply with the Act, or allows the marks to be subsequently removed or altered, except to escape capture by an enemy, incurs a penalty not exceeding 100*l*.

The eighth section provides that when a claim of compensation under the Merchant Shipping Act, 1873, is made against the BOARD OF TRADE, and the claim is in dispute, proceedings may be taken by action against the principal secretary of the BOARD OF TRADE as nominal defendant.

The ninth section proceeds to deal with the question of the liability of the ship-owner to the crew, and enacts that in "every contract of service" between these parties "there shall be implied, notwithstanding any agreement to the contrary," an obligation on the part of the owner that he and his agents shall use "all reasonable efforts to ensure the seaworthiness of the ship" both at the commencement and during the voyage, but that nothing in the Act shall make the owner liable for the death and injury of master or crew if the same has been caused by the act of a seaman or other belonging to the ship in any case where he would not otherwise be so liable.

The foregoing includes the substance of the new Bill. The prominent provisions of it being:—

A. The appointment of surveyors, stationed at various ports, with power to detain vessels for survey on suspicion without previous reference to the BOARD OF TRADE.

B. The power to detain ships for further inquiry on the complaint of one-fourth of the crew.

C. The rendering it illegal to carry a cargo of grain in bulk when one-third or more of the entire cargo is grain.

D. Rendering it misdemeanour on the part of owner, managing owner, and master, for them to send or take a ship to sea knowing her to be unseaworthy.

E. Marking deck lines outside the ship to indicate the height of respective decks above water and from the intended load line.

F. The marking of the said load line before entry for an outward voyage.

G. Enacting the liability of owner to the crew for the proper seaworthy condition of the ship.

The substance of these measures—so far as they go—has been advocated constantly in the *Life-boat Journal* for many years, and we believe they will really exercise a wider and deeper influence than might at first sight be supposed. The mere existence of such officers as those provided for in the first section of the Act cannot fail to have a certain deterrent effect upon owners and masters of a certain stamp. So much so, indeed, as to materially diminish the number of instances in which, but for the passing of this Act, they might with advantage have acted. Yet there will doubtless be no diminution in the number of applications on the part of seamen to have ships detained and surveyed. Seamen, crimped and kidnapped, and placed on board a ship drunk, or without full possession of their senses, who find themselves detained on the coast by stormy weather, or by the thousand and one accidents incidental to ship life, are not slow to seize on any excuse to detain vessels in port, or get clear of them altogether, being just then at the bitterest stage of their misery; painfully recovering from their debauch; half-clothed, wet, ill in body and mind, and feeling at war with all mankind: being, moreover, in many instances (it must always be remembered) not British sailors at all, but landmen of various degrees of unfitness, and the scouring of all the maritime nations of the world. No doubt increased facilities for preferring complaints will increase the number of requests for ships to be detained. It remains to be seen whether, on survey, a greater number will actually be pronounced unseaworthy than has been found to be the case heretofore. Of the whole number of 64 vessels alleged by seamen to be unseaworthy, and detained in consequence for survey, during the years 1870–73—fifty-five were pronounced by competent surveyors perfectly

seaworthy; and although 9 of those pronounced seaworthy were afterwards lost, yet 5 were either burned or stranded—reflecting, in absence of evidence to the contrary, not on the seaworthiness of the ship, but on the navigation and seamanship of the officers and crew; while the remaining 4 might or might not have perished from original unseaworthiness. Seamen, therefore, have not been backward in preferring unnecessary complaints hitherto; and, as we have said, the cure is to bring up a better style of man, and send him to sea sober; until this is done, the law will be of small avail.

The new law about carrying grain in bulk is one of those just and necessary measures of ordinary legislation which, it may be supposed, might and ought to have been brought about years ago by a governing power exercising proper supervision of the mercantile marine.

The clauses about the deck-marks and the load-line marks are those which have excited public attention most, and been the most fiercely debated inside and outside the House. The Royal Commission of 1873 (which may be said to have had its origin in the representations of Lord HOUGHTON, Sir JOHN PAKINGTON, and Mr. PLIMSOLL, in 1871) recommended the "ladder-line of feet" for determining the point up to which a ship should be immersed; the "zero point" being the centre of the highest deck up to which the ship was built watertight. This rule, on investigation, was allowed on all hands to be inadmissible, and was withdrawn from the original Bill. Various proposals were made from different sides of the House, only to be repudiated as soon as proposed. The new Bill makes no rule on the matter. It throws the entire responsibility on the owner. As far as this Bill is concerned, he may load the vessel as deeply as he pleases—but he is answerable for her seaworthiness; and he is compelled to place conspicuously on the vessel's side, considerably prior to her sailing, a mark denoting the point beyond which it is not his intention to immerse her. Thus he is

obliged to make public to the world exactly what is going to be the load-line of each particular ship on each particular voyage, and so give ample time to all who may be so minded to calculate whether, considering that particular voyage, the nature of the cargo, and the time of year, the ship will have a sufficient free-board, or the contrary.

It is difficult to conceive how a ship subjected to such an ordeal can blunder out to sea at last too deeply laden. On the other hand, it is not hard to understand blundering busybodies making sundry erroneous calculations, and founding thereon many complaints of unseaworthiness, to the great detriment of owners, and injury of trade in general. Against these busybodies it is to be hoped that the BOARD OF TRADE, and the administrators of the law generally, will do their utmost to defend both owners and commerce.

The clause which renders it misdemeanour for owner or master to send or take a ship to sea, knowing her to be unseaworthy, must be looked on as an inevitable outcome of public opinion on the subject. It is, in fact, both just and necessary. While the clause which lays down the liability of the owner to the mariner for the seaworthiness of the ship is a corollary of the other. It is not only that in such a case they have committed an offence against the law of their country, but they have committed a wrong against every individual in the ship, for which wrong each individual is entitled to compensation.

On the whole, there is little in this Bill, we should suppose, to which any considerable section of the public can take exception. There are a vast number of subjects to which it does not allude, which must eventually be discussed and laid down by law; but, in the meantime, this Act affords ample protection to the crews of British ships for the next twelve months.

Nevertheless, we cannot but express our regret that, while this part of the original recommendation of the Royal Commissioners has received special attention, that

part which would in effect ultimately do away with the active operation of laws which have evoked such bitter contention, has been altogether overlooked. We allude to the recommendations for the better training and better supply of young seamen, the abolition of the advance-note system, and the introduction of a stricter and better discipline (we might almost write *introduction of discipline*, for in most British merchant ships there is at present none)—and the present Marine Insurance system.

The question of Marine Insurance has received some attention in debate, and it may confidently be anticipated that it will not be forgotten hereafter; though we regret it was not considered sufficiently important to find a place in the Act of last Session.

Better discipline, better men, and better means for entering them—which are, in fact, the key-notes of all possible future improvement—are dropped out of sight altogether. These are matters to which the Royal Commission gave their earnest consideration, which they give considerable space to in their report, and which are pressing needs. They have a direct influence on the loss of life and property, beyond all possible reforms in the matter of ships and cargoes.

It is in evidence before that Commission that, from the scarcity of competent seamen, owners are obliged to ship incompetent persons; and that the ignorance and incapacity of these men throw additional work on the good seaman, cause dissatisfaction in the ship, and enhance the dangers of navigation. It is in evidence that the ships could not be manned at all, but for the employment of Lascars, Swedes, and foreigners of all nations, who form a considerable proportion of the entire 300,000 men who man our ships; and the Commission recommend the adoption of a system of apprenticeship and training-ships to supply the places of these 300,000 men hereafter with good British blood and well-taught, sober seamen. Law-makers that do not take hold

of that recommendation in the forefront of their deliberation, miss their mark.

The Royal Commission Report states: "There appears, practically, to be very little power of punishing the sailor for anything but mutinous conduct; in consequence 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 look in vain for any new code, and we hear of no steps being taken to ensure a better discipline. Collisions, fires, neglected leaks, many strandings, and numerous other like causes of destruction to ship and crew, are for the most part attributable to careless, or drunken, or sleepy watchers and lookouts, which a stricter discipline alone can enable the masters of ships to provide against. And, lastly, the Royal Commission concluded from the evidence before it, that the system of Advance Notes was "one great obstacle to the amelioration of the condition of the merchant seamen." In point of fact, every man in the kingdom acquainted with the subject knows well that it is so. Until this pernicious relic of the old system is utterly swept away, no considerable improvement in the condition of the seaman can reasonably be expected.

It has been argued by the enemies of change, that the new laws which it was proposed, or which have been introduced, would place the British owner at such a disadvantage that the commerce of the country would be carried on under foreign flags. Undoubtedly many of the measures proposed in the House would have tended in that direction; but no law yet passed can have any such effect, but rather, by tending to ensure the greater safety of British ships, increase their value as carriers of goods; while already the steps taken—incomplete as they are—find imitators in other nations; and Germany appears in the vanguard with instructions to her representatives to take cognisance of unseaworthy ships of their nationality in British ports.

THE LIFE-BOAT STATIONS OF THE UNITED KINGDOM.

VIII.—KINGSGATE.

The *Thomas Chapman*, 28 feet long, 6 feet beam, 6 oars.

THE next Life-boat Station westward from Margate, of which we gave some account in the *Life-boat Journal* for the last quarter, is Kingsgate.

Kingsgate is a collection of a few houses in a dip of the chalk cliffs, which are the characteristic of this part of the coast, and is about 2½ miles from Margate. Unlike the Margate Life-boat on one side of it, and the Broadstairs Life-boat a few miles farther to the southward and westward—which are of considerable size, and which have to perform the greater part of their services to wrecks on outlying banks—the Kingsgate Life-boat is the smallest belonging to the Institution, and is intended solely for service close in shore.

Abreast of Kingsgate there projects out from the general trend of the shore a rocky point, which, being covered at half-tide, gives the appearance to coasters (who with northerly winds hug the shore thereabouts) of having the same depth of water over it as is found off the adjacent line of coast. The result is that wrecks occasionally occur on the Point, and as the tide operates against the Life-boats at other stations making a rapid passage to Kingsgate, while the shallow and rocky nature of the bottom is not suited for the operations of a large boat, life might be lost before assistance could be obtained from other Life-boat Stations.

Hence the necessity for a small Life-boat of light draught of water, which could launch out under the lee of the wreck, and land the crew. As at high water the sea comes well up to the foot of the cliffs, no standing room could be found there for the boat-house, which is therefore built on the top of the cliffs. From thence the boat is conveyed down on a two-wheeled carriage through a long tunnel, bored through the chalk hill, which is used by the fishermen and farmers for gaining access to the shore, and which has been widened to give room for the Life-boat. Having passed through the tunnel, at high water the boat can be launched off a hard beach without much difficulty; at low water she would have to be carried on her carriage some distance over the rocks, across which a tolerable passage has been made, but she would have considerable danger to apprehend from the surrounding rocks, until she got fairly off into deep water, especially at night. It is not anticipated, however, judging from past experience, that vessels would be in the position to run on the Point in heavy weather, with the wind on shore, but that they would do so with the wind off shore, and when hugging the land so as to escape the full strength of the gale, in which case the sea would not be dangerously heavy where the boat launched, and it would only begin to be felt as the Life-boat drew out from the shelter of the land to where the wreck lay. Eight times this Life-boat has been launched to aid distressed vessels, and has rescued 7 lives. She is manned entirely by Coastguard-men, who have a station here, which, together with a small hotel, a few gentlemen's houses, and a very few cottages, makes up the pretty little village. A pleasant walk along the top of the cliffs leads from Margate to it; by which road the Coastguard patrols would not be long in "passing the word" into Margate for that Life-boat, should a wreck strike too far off or in too heavy a sea for the little boat to attempt.

The Life-boat Station was formed here by the Institution in 1862, since which time it has been under the careful superintendence of Captain ISACKE, of North Foreland Lodge, who is the Honorary Secretary to this branch.

IX.—CARMARTHEN BAY.

City of Manchester, 30 feet long, 6 feet 11 inches beam, 10 oars.

THE next station westward from Pembrey, of which we gave an account in the last number of this Journal, is at Ferryside, near the entrance of the river on which the town of Carmarthen is built.

The same features which characterise the position of the Pembrey Life-boat Station exist at this station—the flat waste of sands extending in fact from Pembrey into the Carmarthen River, and across the greater part of Carmarthen Bay. But the land rises to a considerable height on either side of the entrance of the river, and the scenery from thence up to the town is unusually interesting. The ruins of a fine old castle mark the western side of the entrance to the river, and from thence westward steep green hills and trees mark the line of coast which has been for so many miles a mere sand waste.

The entrance of the river is much obstructed by sandbanks, and, from the soft nature of the sands, ships grounding on them are quickly sucked down. Vessels striving to make the river before a storm, in a disadvantageous state of the tide, are the principal sufferers. Again, ships sometimes take the ground to the eastward of the entrance a long way out from the shore, in such a position that it is almost impossible for the Life-boat to approach her, on account of the shallowness of the water. Unfortunate delays have also arisen from the inability of the Life-boat to pull out of the river against a flood tide, and when the water was so low that the steamer could not be made use of.

But good service could be rendered under a variety of other circumstances to ships which have grounded near the entrance of the river, across which, however, a very heavy sea breaks in bad weather, and the miles of flat strand become little better than one great quicksand. As many as 44 lives have been saved by this Life-boat on the twelve different occasions of her launching to the assistance of wrecked vessels.

The boat-house, as we have said, is built at Ferryside, a mile inside the bar, and on the banks of the river.

The boat is kept on a carriage, and has to be run over a few hundred yards of sand before launching into the river, and pulling down it to get outside.

A Station was first formed here by the Institution in 1860. The present boat was presented to the Institution by its Manchester Branch. JOHN RISLEY, Esq., of Brondge, is the Honorary Secretary.

X.—DUNBAR.

The *Wallace*, 33 feet long, 8 feet beam, 10 oars.

DUNBAR CASTLE was built on a ridge of rocks running seaward in a north-east direction. Guarded by the sea on three of its faces, on its landward side it was rendered by the successive efforts of

engineers, continued century after century, of great strength, and it successfully resisted an immense number of sieges. To the south of the castle was in earlier days a small islet, reefs and rocks which formed a harbour of sufficient size and depth to afford shelter to shipping of ancient times, and near enough to the castle to be completely commanded from its walls. Now the harbour, though improved in the present century at an enormous cost, can only be considered as a fishing harbour, and a place of refuge for small coasters. The ruins of the castle serve to grace the rocky and wild scenery; and Dunbar, no longer the most important war-port in the North, is proud of its share in the important East-coast fisheries, and the inhabitants of a town which seems to have been as often burned as any in the kingdom (most of the assailants of the castle having amused themselves in that way) are pursuing their peaceful career of industry, if without much of that glory which for so many centuries attached to their name, at least with a greater share of material prosperity, and without fear of pirates from the sea, or plundering and burning armies by land. Modern Dunbar has a small over-sea traffic, and several coasters hail from the port. In the fishing season several hundred fishing vessels make use of the port.

A Life-boat was first placed at Dunbar in October 1808. She was purchased by public subscription, and cost 372l. The morning after the boat was placed on her station the *Cygnets*, sloop-of-war, was in great danger off Lumsden Point, and the boat was taken by horses 12 miles to her assistance. A shift of wind, however, saved the *Cygnets*. But on the 18th December of the same year His Majesty's frigates *Nymph* and *Pallas* were wrecked east of Dunbar. The *Nymph* ran so close to the cliffs that the crew clambered ashore by the masts, as they fell over the side. The *Pallas* struck farther out, and when day-break disclosed the crew still clinging to the wreck, the Dunbar Life-boat pushed out, and succeeded in saving over 40 men in two trips; but, from being overcrowded, on the third trip she capsized, and remained bottom up. Ten seamen of the *Pallas*, and one man belonging to the port perished. The *Pallas* was one of the prizes captured by Lord Cochrane in Basque Roads.

On the 9th November, 1816, some of the crew of the *John and Agnes*, sloop of Newcastle, were saved by the Life-boat, and after that she fell into disrepair; and when in 1821 the *Lady Anne Murray* was lost, she was no longer fit for launching, and no assistance could be rendered. We mention this because it is one of the many instances in the early history of the Life-boat in which Life-boats, after having been found useful, were when the novelty was over suffered to fall into neglect, showing the need of a system of general supervision, which in later times has been found so beneficial. Mr. WELLS tells a curious story of a Life-boat being sent from Leith to the assistance of the frigate *Signet*, then dismasted on the lee shore off Doun-Law Point, manned by the pressgang (this was in October 1818); and he quotes a spectator, who says, "It was curious to behold the fishermen from all quarters ready to assist the crew, while at the same time they were in a tremor regarding the pressgang, who lay like tigers in ambuscade to snatch their prey." On this occasion the Dunbarites appear to have got the Life-boat in repair again, as she is mentioned as starting out along the road; but, unhappily, she was staved in launching over the rocks. Another curious story is the wreck of the sloop *Blackets*, of Berwick, in the great storm of December 6th, 1847. A large number of vessels were wrecked near Dunbar on

that occasion, and the *Blackets*, having a crew of 2 men and a boy, was among the number. When the storm came on, the master told the boy to go to bed, as he could do no good; and to bed he went, and sound asleep. The vessel struck on a reef, washed over it bottom up, and in that position drifted ashore. In the morning, searchers with spades having dug under the vessel, which now lay on the sand high and dry, discovered the lad safe and sound, waiting quietly to be dug out.

The NATIONAL LIFE-BOAT INSTITUTION decided upon placing a Life-boat at Dunbar in 1865, and a Station was formed accordingly in that year. The boat was presented to the Institution by the late LADY CUNNINGHAM FAIRLIE. The boat-house is built on the harbour quay, and adjacent to it is a slipway, by which the boat can descend on its carriage to the old harbour, which has its entrance to the eastward. This harbour is nearly dry at low water, and the boat and carriage can then be drawn under a bridge across the dry bottom of the harbour, and be launched into the modern harbour, which opens to the north, and from which the Life-boat can proceed to sea at all times of tide. The rocks around either entrance are jagged and dangerous, and a boat which, on getting outside, found herself unable to stem the gale, would stand a poor chance, unless she could effect a retreat into the narrow entrance which she had just quitted. Supposing her, however, to have a fair command of her own movements either by sail or oars, she sometimes has opportunities of doing good by assisting vessels which strike on that rocky coast at distances too great for the rocket apparatus to reach.

The Honorary Secretary of the Dunbar Branch is C. NOTMAN, Esq. This Life-boat has been instrumental in saving 5 lives.

XI.—PORTRUSH.

Laura, Countess of Antrim, 30 feet long, 7 feet beam, 10 oars.

PORTRUSH is a small town and harbour at the north-east extremity of the Bay, of which Inishowen Head is the north-west extremity, and into which the waters of Lough Foyle flow. Near the cape at the north-west extremity is the Life-boat Station of Greencastle, of which we gave a description in the *Life-boat Journal* for February of the present year. The next Life-boat Station to it is Portrush.

The town is built on a small promontory inclining to the northward. To the west side of it is the small harbour, partly natural, but rendered safe by a breakwater, and thus made available for a refuge harbour for coasters, and a point of departure for steamers for Scotch and other ports.

To the eastward of the town is a wide sandy bay with a fair anchorage, which is to a slight extent sheltered from the north by islands to seaward of it. To a slight extent only, however, and vessels anchoring there with the wind in other directions, which they may do in safety, and caught in that position with a northerly gale, often find themselves in great peril either of foundering at their anchors, or dragging or parting their cables.

On such occasions the Portrush Life-boat has several times rendered most important services. She has, however, to be conveyed by land a considerable distance on her carriage, and the sand being in many places both soft and deep, both horses and men are severely taxed. The boat is then launched off the sandy beach as nearly as may be under the lee of the wreck.

The Life-boat has also her work on the western or harbour side. Vessels which, making for the harbour in stormy weather or by night, fall to leeward of it and among the rocks, or vessels which fail to weather the point of the promontory called Ramore Head, and other like instances, may at any time necessitate the Portrush boatmen doing their utmost to save life with this boat.

The boat-house is built on the harbour side of the town, within a hundred yards of a quay, from which the boat on its carriage descends by road and slipway to the water inside the breakwater. Except at low water, the carriage can be run far enough into the harbour to enable the boat to be launched from it without any difficulty. Once fairly afloat in the harbour, it lies with the oarsmen to get her out clear of the sheltering breakwater to the assistance of the stranded vessel. This part of the coast being quite open to the north, the north-westerly gales are felt severely, and a tremendous sea is raised. There can be no doubt that in some of these storms no boat that has yet been built can be propelled seaward by oars, and in such cases there would be no disgrace

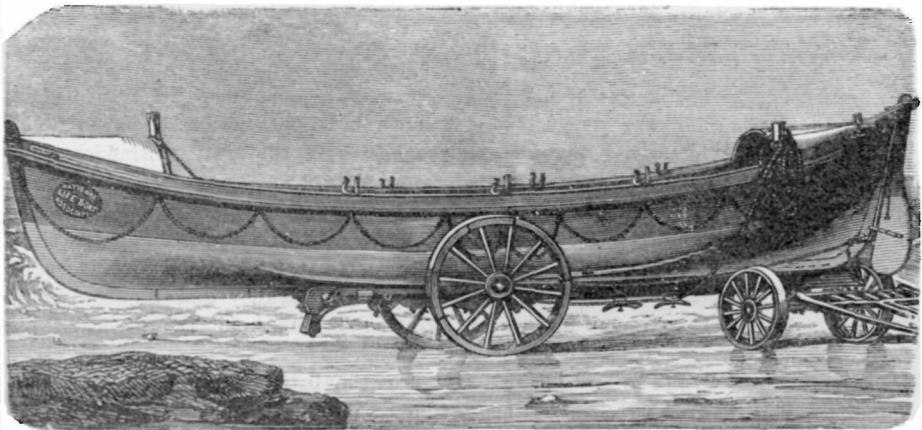
to the crew if, after making the attempt, they should be beaten back under the shelter of the breakwater again. But in a great number of ordinary storms the boat is able to make her way fairly out to sea, and render good service when needed.

The nearest large town from Portrush is Coleraine, and some few miles to the eastward is the famous Giant's Causeway. The coast scenery generally is wild and grand, while in the before-mentioned bay, to the east of Portrush, are some beautiful little bits of quieter scenery—sand, rock, and island.

Portrush is growing in importance as a port of call for steamers, and appears to be generally flourishing.

The present Life-boat was presented to the Institution by the late Lady COTTON SHEPPARD in the year 1860, since which time she has been instrumental in saving 36 lives, and has been nine times launched to the assistance of distressed vessels. This Life-boat is now about to be replaced. The Rev. J. SIMPSON is the Honorary Secretary of the Portrush Branch of the Institution.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



STAITHES, YORKSHIRE.—The NATIONAL LIFE-BOAT INSTITUTION has recently formed a Life-boat establishment at Staithes, near Whitby, where it was considered that a Life-boat would be most useful, especially in helping the fishing boats, which often had to incur great risk in making the land on stormy weather suddenly springing up—many lives, in fact, having been lost in that way. An efficient crew could always be procured for manning the Life-boat, and local co-operation was at once offered to the undertaking, the only available site for a Life-boat house in the room of some old stores being readily granted by the trustees of the late HENRY JOHN BAKER-BAKER, Esq., of Elemore Hall,

Co. Durham. A very substantial and commodious house, with launching slipway attached, has been constructed for the reception of the new Life-boat and carriage, the boat being a 32-feet 10-oared one. The whole expense of the same has been met by a legacy left to the Institution by the late Mrs. HANNAH YATES, of Sheffield, and the Life-boat, in accordance with her desire, has been named the *Hannah Somerset*. The inauguration of the new Life-boat Station took place on the 1st June last, when there was a large gathering of people at Staithes. The boat was drawn out of the house, and, after the customary ceremonies, was successfully launched and tried by its able crew. Capt.

D. ROBERTSON, R.N., Assistant-Inspector of Life-boats, represented the Parent Institution on the occasion.

SEASCALE, CUMBERLAND.—A Life-boat establishment has also been formed at Seascale, near Whitehaven, and placed under the management of the Local Committee at the last-named place. It had long been thought that a Life-boat would be of service here, as it would command a flat sandy beach of several miles' extent, on which scarcely a year passes without one or more vessels being lost. A good site for a boat-house was obtained, and, on the completion of the house, the Life-boat and carriage were forwarded there last June, the boat being one of the 32-feet 10-oared class. The expense of the Life-boat establishment has been defrayed by the Misses TOMLINSON, of the Biggins, Kirkby Lonsdale, in memory of their late brother,

WILLIAM TOMLINSON, Esq., and the boat is named after that gentleman. It was publicly launched at its station under the superintendence of the Assistant-Inspector of Life-boats, in a very successful manner on the 5th June, after Miss ELIZABETH TOMLINSON, one of the sisters, had named the boat in the customary manner. There was a considerable gathering of spectators for so small a place.

APPLEDORE, DEVON.—The small Life-boat at this place being found unsuitable for the locality, has been exchanged for another boat 30 feet long, 6½ feet wide, and rowing 6 oars. Like the boat it replaced, it is provided with a transporting carriage, and is named the *Mary Ann*, after the late Mrs. M. A. WALKER, of South Kensington, whose legacy to the Institution had been appropriated in 1870 to this Life-boat Station.

THE WRECK REGISTER AND CHART FOR 1873-4.

IN presenting to Parliament the Wreck Register and Chart for the year 1873-4, the BOARD OF TRADE observe that it has been found advisable to make up its tables from the 1st July to the 30th June, instead of from the 1st January to the 31st December, as was formerly the case. This change will probably in future enable the Department to present to Parliament in each year the Register at an earlier period, and to bring together in one publication all wrecks, collisions, and casualties that happen during one winter.

It should here be mentioned that the wrecks and casualties treated of in the various tables do not mean total losses only, but include accidents and damage of all kinds to ships at sea, of which only a very small proportion are attended with loss of life. Thus of the 1,803 wrecks, casualties, and collisions on the coasts of the United Kingdom in the year 1873-4, 408 involved total loss, and only 130 were attended with loss of life.

The Wreck Register is ranged into two divisions—at Home and Abroad. We shall limit our remarks to the *Home*

Register, which embraces the cases which happen in waters within 10 miles from the shores of the United Kingdom; in waters within any bays or estuaries; in waters around any outlying sandbanks 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.

For the better understanding of the limits adopted in this classification, the officers around the coasts of the British Isles whose duty it is to report wrecks, are furnished with copies of the Wreck Chart of the United Kingdom, upon which the limits are indicated by a black line drawn from headland to headland.

The Home Register is divided into three parts, viz.:—

(I.) Wrecks, casualties, and collisions of British and Foreign vessels which occurred on and near the coasts of the United Kingdom. (II.) Particulars of lives lost on and near these shores. (III.) Particulars of lives saved and of means adopted for saving them.

PART I. *Wrecks, Casualties, and Col-*

lisions.—It appears then, that 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 year 1873-4, was 1,803, being 401 less than the number reported during the year 1872-3.

The following list shows the annual average number of wrecks on our shores reported from June 1854 to June 1874:—1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,488; 1863, 1,664; 1864, 1,390; 1865, 1,656; 1866, 1,860; 1867, 2,090; 1868, 1,747; 1869, 2,114; 1870, 1,502; 1871, 1,575; 1872, 1,958; 1873 (first six months), 967; 1873-4, 1,803; making a total number of wrecks in twenty years of 31,168, representing at the least the actual loss of forty millions sterling, and, what is still more lamentable, the actual loss of 14,457 lives from these very shipwrecks.

For more than twenty years the NATIONAL LIFE-BOAT INSTITUTION, nobly aided by the Press of the United Kingdom, has ceaselessly raised its voice against this terrible waste, in too many instances, of human life. At last public attention has been arrested, and every practicable means are now happily employed by Government and various other agencies to check the yearly desolation in the seas and on our coasts.

It appears that about one out of fourteen of the casualties in 1873-4 resulted in loss of life. 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 wind of remarkable violence and duration.

The gales which did most damage to shipping on our coasts during the first six months of 1873 were as follows:—January 1st to 3rd, from S. to S.W., felt on all our coasts. January 18th, a sudden gale from S. in the N. and E., westerly in the W. January 25th, from S., felt on S. and W. coasts. February 1st

to 3rd, from E. to S.E., felt principally on the W. and S.W. coasts of England. This was the most serious gale of the half-year, and 99 wrecks and casualties are reported to have occurred during its continuance. A gale from E., experienced on the S. and S.W. coasts, occurred on the 15th of March, but was attended with much less serious consequences to shipping.

In the year 1873-4 the gales on our coast during which the greatest number of casualties to shipping were reported to have taken place occurred on the under-mentioned dates, and with the wind from the following directions:—August 27th and 28th, from N.W. to W.; felt on W. and S. coasts. October 20th to 23rd, beginning on the W. and N. coasts, and attaining its greatest force in the N. On the 21st and 22nd the wind was from W., and was felt on almost all coasts. November 1st, from S.W. to N.W., felt on W. and N. coasts. November 9th and 10th, from E., felt on W., S., and E. coasts; very strong winds blew in the Bristol Channel. November 22nd, from W., greatest violence felt in the N. and N.E. December 16th, from W., felt on N., N.W., and N.E. coasts. December 29th and 30th, from S., beginning on S.W., and extending to the N. coasts. January 18th, from W., greatest severity felt over Scotland. February 10th and 11th, from S.E., felt on W. and S. coasts. February 25th and 26th, from S. to S.S.E., felt on nearly all coasts, and was especially severe over Scotland. More casualties were reported to have occurred during this gale than during any other gale of the year. On March 19th, a gale, generally from W., but from N.W. in the N., was experienced on all coasts. April 1st to 3rd, from S.W., felt on all coasts; and April 12th and 13th, from S. to S.W., felt on W. coast, subsequently veering to N., from which quarter it was most severe.

On further analysing the Wreck Register, we find that the number of ships lost or damaged in the 1,803 wrecks, casualties, and collisions reported as



SUMMARY

In 1873-4 the Number of Vessels wrecked on the coasts and in the seas of the United Kingdom was 2,791 and the loss of Life as far as can be ascertained, 506.

	Life Boats	Mortar and Rocket Stations	
There are	204	138	in England.
	33	40	Scotland.
	30	49	Ireland.



having occurred on and near the coasts of the United Kingdom during the year 1873-4 was 2,191, representing a tonnage of upwards of 507,000 tons. The number of ships in 1873-4 is less than the number in 1872-3 by 501. The number of ships reported is, as has been formerly stated, in excess of the number of casualties reported, because in cases of collision two or more ships are involved in one casualty. Of the 2,191 ships, 1,609 are known to have been ships belonging to Great Britain and its dependencies, with British certificates of registry, 151 (with a tonnage of 29,940 tons) are known to have been British vessels not registered under the Merchant Shipping Act, and 363 are known to have been ships belonging to Foreign countries and States. Of the remaining 68 ships the country and employment are unknown. Of the British ships 1,170 were employed in the British coasting trade, and 590 were employed in the (over sea) Foreign and Home trade. Of the ships belonging to Foreign countries and States, 9 employed in the British coasting trade met with casualties.

The site of each one of these casualties is clearly defined on the accompanying Wreck Chart of the British Isles, with the aid of which one can somewhat realise the fearful shipwrecks that took place during the winter's storms. The positions of the 250 Life-boat Stations of the Institution are also denoted on that Chart.

Of the total number of wrecks, &c. (1,803), reported as having occurred on and near our coasts during the year 1873-4, 381 were collisions, and 1,422 were wrecks and casualties other than collisions. Of these 1,422 wrecks, strandings, and casualties other than collisions, 346 were wrecks, &c., resulting in total loss, and 1,076 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 year 1872-3 was 1,732, or 310 more than the number of wrecks, strandings, and casualties,

other than collisions, reported during the year 1873-4.

The annual average in the United Kingdom for the eighteen and a half years ended June 1874, is—for wrecks other than collisions resulting in total losses, 464; and for casualties resulting in partial damage, 774. As against this the numbers for the year 1873-4 are for total losses 346, and for partial damage 1,076.

Of the 346 total losses from causes other than collisions, 128 happened when the wind was, as appeared from the Wreck Reports, at force 9 or upwards (a strong gale), and are classed in the returns as having been caused by stress of weather; 93 appear, from the reports made by the officers on the coasts, to have been caused by inattention, carelessness, or neglect; 30 arose from defects in the ship or in her equipments (and of these 30, 19 appeared to have foundered from unseaworthiness); and the remainder appear to have arisen from various other causes.

Of the 1,076 casualties—i.e. cases of partial damage, from causes other than collisions—525 happened when the wind was, as reported, at force 9 or upwards (a strong gale), and are included as having been caused by stress of weather; 180 arose from carelessness; 91 from defects in the ship or her equipments; and the remainder appear to have arisen from various other causes.

It is discouraging to observe that the total number of ships which foundered, or were otherwise totally lost, on and near our shores, from defects in the ships or their equipments, during the year 1873-4, is 30; and the number of casualties arising from the same causes, during the same year, and resulting in partial damage, is 91.

In 1873-4 there were on and near the coasts 165 wrecks and casualties to smacks and other fishing vessels. Excluding these, the number of vessels employed in the regular carrying trade that suffered from wreck or casualty during the year is 2,026. The life lost

during the year 1873-4 in the various wrecks is as follows:—In fishing vessels, 76; in vessels of the collier class, 195; and in other ships, 235.

Again, it appears that in the nine and a half years ending June 1874 disasters on and near the coasts of the British Isles to comparatively new ships bear a very high proportion to the whole number, 1,733 vessels under the age of three years having come to grief in that period. During the year 1873-4, 182 wrecks and casualties happened to nearly new ships, and 354 to ships from 3 to 7 years of age. Then there are wrecks and casualties to 481 ships from 7 to 14 years old, and to 615 from 15 to 30 years old. Then follow 302 old ships from 30 to 50 years old. Having passed the service of half a century, we come to the very old ships, viz., 41 between 50 and 60 years old, 13 from 60 to 70, 6 from 70 to 80, 5 from 80 to 90, 2 from 90 to 100, and 2 upwards of 100. The ages of 188 wrecks are unknown.

Of the 2,191 vessels lost or damaged on or near the coasts during the year 1873-4, 270 were steamships, 92 were rigged as ships, 609 schooners, 216 brigs, 288 barques, 212 brigantines, and 151 smacks; the remainder were small vessels rigged in various ways. Of the 2,191 vessels referred to, 1,022 did not exceed 100 tons burden, 660 were from 100 to 300 tons, 323 were from 300 to 600 tons, and 186 only were above 600 tons burden.

Of the 270 steamships, 226 are known to have been built of iron; and of the 1,921 sailing vessels, 42 are known to have been built of iron, and 8 to have been composite vessels.

The parts of the coasts on which the wrecks and casualties happened during the year 1873-4 are as follows, the greatest number occurring, as usual, on the East Coast:—East Coast, 716; South Coast, 241; West Coast, 545; N. and W. Coast of Scotland, 66; Irish Coast, 213; Isle of Man, 7; Lundy Island, 5; Scilly Isles, 10. It is, however, a remarkable fact, that, whilst the greatest number of wrecks

happened on the East Coast, the largest loss of life occurred in the Irish Sea.

From the Wreck Reports it appears that the winds that have been most destructive to shipping on and near our coasts during the year have been from the west, winds from this quarter being much more frequent than those from the east.

We are concerned to see from the tables, that in 1873-4, 1,002 wrecks 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 topgallant sails; that 314 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 that 423 happened with the wind at force 9 and upwards, that is to say, from a strong gale to a hurricane. In other words, 1,002 happened when the wind was such that a ship could carry her topgallant sails; 314 when a ship ought to be well able to hold her course; and 423 with the wind at and above a strong gale.

The total number of casualties reported in rivers was 397, of which 26 were total losses; but these cases are not accurately and promptly reported.

As regards collisions off the coasts during the year 1873-4, 20 of the 381 collisions were between two steamships, both under weigh, and 29 of the 223 in harbours and rivers were also between two steamships, both under weigh.

PART II. Loss of Life.—As regards the loss of life, the returns show that the number of lives lost from wrecks, casualties, and collisions on or near the coasts, during the year 1873-4, is 506. This is 222 less than the number lost in the six months ending June 1873. The lives lost during the year 1873-4 were lost in 130 ships; 87 of them were laden vessels, 40 were vessels in ballast, and in three cases it is not known whether the vessels were laden or light: 95 of these ships

were entirely lost, and 35 sustained partial damage. Of the 506 lives lost, 61 were lost in vessels that foundered, 76 through vessels in collision; 200 in vessels stranded or cast ashore, and 101 in missing vessels. The remaining number of lives lost (68) were lost from various causes, such as through being washed overboard in heavy seas, explosions, &c.

Nine of these lives were lost in wrecks or casualties which, although they happened before July 1873, are included in these returns, the reports having been received too late for them to be included in the returns for the first six months of 1873. The 293 lost through the sinking of the ship *Northfleet* will account for the number lost during the first six months of 1873 so far exceeding the number lost during the whole year 1873-4.

PART III. *Saving Life*.—As regards the means of saving life from shipwrecks on our coasts, it is encouraging to know that they are now of the most efficient character.

The BOARD OF TRADE, at an expense of about 8,500*l.* a year, taken from the Mercantile Marine Fund, contributed annually in the shape of dues by ship-owners, maintains at different coastguard stations 289 rocket and mortar apparatus, which were last year instrumental in saving 175 lives from various wrecks. Much daring and skill are often exhibited by the officers and men of the Coastguard and Volunteer Life Brigades in working successfully the rocket apparatus.

Shore and ships' boats did also nobly their part last winter in saving life from wrecks.

Foremost, however, amongst the means for saving life on the coasts of the United Kingdom, must be classed the 250 Life-boats comprising the noble fleet of the NATIONAL LIFE-BOAT INSTITUTION, which Society contributed last year to the saving of 713 lives from various shipwrecks. Well did the DUKE OF EDINBURGH, a few months since, express public feeling concerning the Institu-

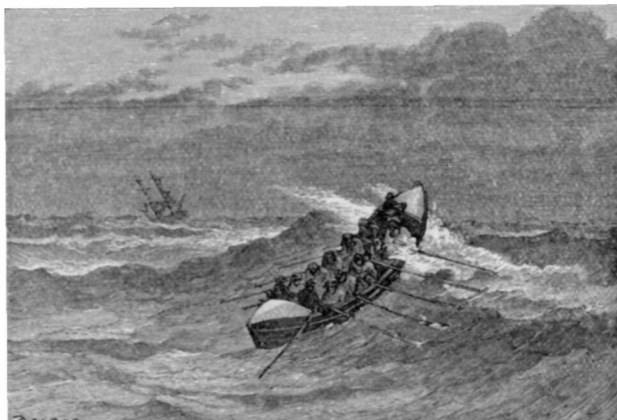
tion, when His Royal Highness said:—

“There is not one of us who does not feel the deepest admiration for the gallant services performed by those boats in every storm, and the brave and devoted men who work the Life-boats deserve every encouragement at our hands. It is true that the Institution has provided them with the best class of Life-boat—the result of long years of actual working and experience on our coasts—and the Society also grants the crews rewards on a liberal scale, if it is possible to put a price on the services that are often rendered by these gallant Life-boat men. At no former period in the history of the Institution have there been such numerous and perilous services as those performed last winter. It appears that in the months of December, January, and February, no less than 295 lives were saved by the Life-boats from ships wrecked or in distress on our shores. How these services have been so successful is mainly on account of the dearly-bought experience of the brave men who are ever ready to go afloat in the boats, and who for years past have been efficiently trained to accomplish successfully their humane object. As an illustration, I may here allude to one case last winter, where a Life-boat had hardly landed with her living freight from the very jaws of death when she was summoned again to launch, her crew vying with each other once more to face the storm, whilst others were eager to share their glorious work. In other cases the brave fellows, in their anxiety that valuable time should not be lost, have seized their Life-belts, rushed into their boats—some insufficiently clad—and, after several hours of exposure to the cold, alternately drenched by salt water and by rain, and without food or drink, landed in an equal or greater state of exhaustion than the rescued men they had brought safely to land. Such, then, is the great work which the Life-boat Institution carries on on the coasts of the United Kingdom; and I may mention that every one of the 250 Life-boats belonging to the Institution

has been presented to it, either by the benefactions of the living, or by the legacies of its departed friends. I find that a Life-boat station cannot be provided for much less than 1,000*l.* at the outset, including the cost of the Life-boat, transporting carriage, equipment, and boat-house, and that about 70*l.* a year is afterwards needed to keep up the establishment in a state of efficiency. You will thus see that the Institution must have an income of from 30,000*l.* to 40,000*l.* a year if the great and sacred work which

it has undertaken to perform is to be carried on in the future in as efficient a manner as that which has distinguished its past career. All the maritime countries of the world are now gradually following the example of this Institution, and planting Life-boats on their coasts; and notably I may mention that on the shores of France, Germany, and Russia, scores of Life-boats have been stationed during the last few years, and nearly all of them on the model of the stations of our great English Life-boat Society."

SERVICES OF THE LIFE-BOATS OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.



FRASERBURGH, N.B.—About 9.30 P.M. on the 30th July last, the tug-boat *Expert* arrived in this harbour with the information that she had passed a schooner at anchor on the lee side of the bay, in distress from leakage, and in expectation of driving from her anchors.

The Life-boat *Charlotte* was therefore launched, and proceeded out of harbour and succeeded in boarding the schooner soon after 10 o'clock P.M. A hard gale was blowing at this time from N.N.E., a direction from which the wind is severely felt at Fraserburgh and the adjacent coast.

The Life-boat's crew found the distressed vessel to be the *Villager*, of Inverness, bound from Runcorn to Fraserburgh with a cargo of salt. The leakage of the vessel, and her dangerous position in the bay, appeared at that time to offer the

crew only the alternatives of their vessel going to pieces on the shore by parting her cables, or foundering at her anchors. The Life-boat succeeded in getting them on board in safety, and returned with the 5 rescued men about 11.30 P.M.

This Life-boat also performed important service on the 31st August. On that day a sudden gale from the N.N.W. was severely felt at all the northern stations. At daylight a considerable number of fishing craft were observed to be making for Fraserburgh harbour. Strangers to the port may easily make a mistake when running before the gale for the narrow entrance, and in the case of fishing craft the danger is enhanced by the chance of drifting into the worst of the sea near the pier end: the manœuvres, therefore, of every vessel, as it made its final effort and

shot round the pier end into safety and smooth water, were anxiously watched. The Life-boat and crew were ready for any emergency, but were not called on till 10 A.M., when a smack named the *James*, which had been obliged to come to an anchor outside, hoisted a signal of distress. The *Charlotte* was at once brought into requisition, and her crew, forcing her out of the harbour, succeeded in boarding the fishing vessel, and brought her crew of 3 men into harbour in safety.

Scarcely had the Life-boat returned with this freight, when a Banffshire fishing vessel, the *Invincible*, being caught by a heavy sea on the broadside as she tried to round the end of the pier or break-water, was capsized, and her crew of 5 men were instantly either struggling in the broken water or clinging to pieces of broken wreck. It may be supposed that the oarsmen of the Life-boat now did their very best. In less than five minutes the Life-boat was in the midst of the struggling fishermen, and was just in time to save the whole of them. The sea was so heavy and broken about this time, that no other kind of craft than a first-class Life-boat could possibly have ventured out of harbour.

The Life-boat, still on the watch, about 1 P.M. discovered a Norwegian fishing vessel outside, with a signal of distress flying, and she once more pushed out to the rescue, and succeeded in saving that crew of 4 men also: this vessel was named the *Tippergraph*.

After this the Life-boat, as we were told recently on the spot, remained on duty till 8 o'clock at night, watching the entrance of the harbour, and rendering assistance in various ways to fishing vessels which, though they had made good their entrance to the harbour, were not in very secure berths.

GORLESTON.—On the 5th August the Life-boat *Leicester*, stationed at this place, rendered valuable assistance to the smack *Sophia*, of Hull, laden with coal, which vessel, while on a voyage from the Humber to London, got on the North Sand off Gorleston, which is a small town and fishing village at the entrance of the inlet which a few miles farther up forms Yarmouth Harbour. Shore boats had gone off to the stranded vessel, and were engaged in

getting her afloat, when the wind and sea increased to a dangerous extent, and finally the boats that had taken the beachmen off were washed away to leeward, leaving part of their crews on board. Ultimately these boats regained the shore, after a fruitless effort to reach the wreck. Four men were now left on board the smack, it being then about 3 A.M., and blowing hard from the north. The Life-boat *Leicester* was then called out, and succeeded in boarding the *Sophia*, and after five hours' hard work, the stranded vessel was got off and brought safely into port.

LOSSIEMOUTH, N. B.—On the 31st August the sloop *Helen*, of Stornoway, bound from Cullen to the Moray Firth, was obliged to come to an anchor, during a gale at N.W., in the bay to the east of the small fishing harbour of Lossiemouth. In that position she was well sheltered by the point on which the town is built; but in a few hours the wind shifted to N.N.E., putting her off a lee shore, and with no shelter. A heavy, broken sea speedily set into the bay, and the *Helen* hoisted a signal of distress. The Life-boat *Bristol and Clifton* was thereupon launched into the harbour, and proceeded out to the rescue. The vessel was already drifting towards the breakers, and the crew of 2 men had not been half an hour removed from her, when she took the ground, and presently nothing of her was visible but the mast as the sea broke on board. The Life-boat was a little over two hours, from the time of launching to regaining the shore.

RAMSGATE.—At 11.15 on September 22nd, during a fresh breeze at E.N.E., a burning tar-barrel was observed at this station from some distressed vessel in the direction of the east end of the Goodwin Sands. The steam-tug *Vulcan*, with the Life-boat *Bradford* in tow, both of which are under the management of the BOARD OF TRADE, left the harbour a little before midnight. The steamer made her way against a strong head-sea through the Cudd Channel to a suitable position, and then slipped the Life-boat, which made sail, and on reaching the distressed vessel found her to be the barque *Bucephalus*, of Shields, bound from Cables to Shields. The vessel had been in collision with a brig, and besides leaking

badly, was anchored in a dangerous position, a cable's length from the Goodwin Knowle. The 2nd officer had been washed off and drowned, and the carpenter badly injured whilst over the bows endeavouring to stop the leak. The Life-boat having returned to the steamer with this intelligence, the latter dropped down close enough for the Life-boat to run out a towing hawser from the barque to her—always a difficult operation at night and in a rough sea. Communication thus established, part of the Life-boat's crew went on board the ship; the anchor was slipped, and the steamer started ahead with the barque in tow, and about 3.30 A.M. got her clear out from the Sands, and to a safe anchorage in the Downs—all this time, however, the vessel was leaking freely, and it needed the greatest exertions on the part of her own and the Life-boat's crew to prevent the water gaining on them. At daylight the Life-boat's work was concluded, and in tow of the *Vulcan* she returned to Ramsgate; both steamer and Life-boat having performed a highly creditable night's work.

The *Bucephalus* was laden with lead and grass, and carried a crew of 20 men.

BROUGHTY FERRY, N.B.—During the night of the 25th September, the schooner *Cathrina*, of Riga, stranded on the Abertay Banks, which lie to the eastward of the entrance to the River Tay. At 4 A.M. her signals of distress were observed from the shore. It was then blowing a strong gale from the S.E.; a bad sea breaking on the Banks.

The Life-boat *Mary Hartley*, stationed at Broughty Ferry, about 3 miles inside the entrance of the River Tay, was at once launched, and proceeded to sea in tow of the North British Railway Company's steamer. On arriving outside, the Life-boat was cast off, and, under oars, managed to reach the lee edge of the bank, then partly dry. The crew of the stranded vessel, numbering 8 men, then made their way to the Life-boat, as it was feared that with the flood tide their ship would go to pieces, or be swallowed up in the sand. She was bound from Cronstadt to Montrose, had been set into St. Andrew's Bay by the storm, and finally on shore on the sandbank. Before the tide fell she had beaten half across the bank from the violence of the gale. Fortunately

the tide then partly left her for the time, and gave the Broughty Ferry Life-boat and the steamer the opportunity of effecting the rescue of the crew.

CARNSORE, CO. WEXFORD.—At day-break on the 25th September, a vessel was observed at anchor close in-shore in the Bay to the west of Carnsore Point. It was blowing hard from W.S.W., and, as usual with an on-shore wind on this coast, a heavy sea was breaking on the beach. The distressed vessel had also lost her foremast. An effort was made to communicate with the ship by rocket lines, but the exertions of the Coastguard were to no purpose, as the distance was too great.

In the meantime, the Life-boat *Iris* had been launched from her station on the east side of Carnsore Point, and she ultimately made her way against a strong head sea and wind for a distance of 7 miles. The dismasted vessel was reached at 2 P.M., the Life-boat having launched at 10.30 A.M.—an effort needing great and well-sustained exertions on the part of the crew had thus been made.

The crew of the disabled vessel were then got on board—with some difficulty, owing to the proximity of the breakers—and, to the number of 10 persons, safely landed.

The ship's name was the *Paquete de Terranova*, a Spanish brig, with a cargo of sugar.

PADSTOW.—At 4 P.M. on the 26th September, the Life-boat *Albert Edward*, stationed at Padstow, rescued the crew of the brigantine *Immacolata*, of Naples. This vessel had brought up in a very dangerous position outside Padstow Bar, on which a heavy sea was breaking, with a hard gale at S.W. It was impossible for her to remain long in that position, and the Life-boat's services (as usual promptly rendered) were gladly accepted by the crew, who, to the number of 8 persons, were safely landed by dark. Before midnight the *Immacolata* had become a total wreck.

WEXFORD.—On the 26th Sept., signals of distress were made from the steamer *Montagu*, of Liverpool, which had grounded previously on Wexford Bar, but had expected to get off. The weather in the meantime had increased in severity, and

it was now blowing hard from S.S.W., with a heavy sea on the bar.

The Life-boat *Ethel Eveleen*, which is kept afloat at Rosslare, inside the entrance of Wexford Harbour, was promptly got under weigh, and about 5 p.m. succeeded in boarding the steamer, which at that time was already showing symptoms of breaking up, the sea sweeping clean over her hull. The 33 persons on board the steamer were then taken into the Life-boat, and the shore regained at 5.30—the Life-boat's crew having performed a very creditable piece of service in a prompt and skilful manner.

NEW BRIGHTON.—On the morning of the 27th September, a very gallant service was performed by the Institution's tubular Life-boat *Willie and Arthur*, stationed at New Brighton.

During the previous night a storm of unusual violence had raged over the greater part of these islands, and heavy damage both by sea and land followed. The gale, which had commenced at W.S.W., veered round to the N.W. towards daylight, and a sea, which is described as terrific, was breaking over the banks and shoals at the mouth of the Mersey.

At daybreak, a signal indicating that a distressed vessel required Life-boat aid was exhibited from the Rock Lighthouse. The New Brighton Life-boat was at once launched, and proceeded, in tow of the steamer *Spindrift*, in the direction of the wreck—the ship *Ellen Southard*, of Richmond, Maine, U.S.—which lay in the midst of the breakers on Taylor's Bank, at the entrance of the Mersey. On the way out, the New Brighton boat was passed by the Liverpool Harbour Board tubular Life-boat, which being provided with a faster steam-tug—the *Rattler*—attained a sufficiently weatherly position first. That Life-boat in due time cast off from her steam-tug, and, dashing into the broken water under oars, gained the side of the wreck. The *Ellen Southard* was a timber ship, and had been beating on the bank the greater part of the night; her bottom was fairly driven in; her masts had been cut away or fallen, and the crew with difficulty maintained themselves on the top of the deck-load of timber, over which the water repeatedly swept. The captain's wife made a brave spring from the wreck to the Liverpool Life-boat, as it rose on the top of the

wave; others were hauled through the sea to the Life-boat by ropes; and finally, all on board being removed, the Life-boat shoved off, and threading her way through the mass of floating wreck and timber amidst great peril, drew near to the edge of the breakers, and to deeper and safer water. The coxswain, Mr. JAMES MARTIN, now ordered the foresail to be set to steady the boat in running to leeward, and no doubt all on board considered that the worst of the peril was past; the captain's wife had just exclaimed, "Let us thank God we are saved!" when a huge wave was seen careering down on them: it has been described as appearing "like a high wall."

The foresail was partly set, and the boat's quarter was towards the advancing wave; the coxswain shouted out to "hold on!" fearing that some might be washed out; but the "high wall" lifted the boat up like a plaything on its front as it marched on, and in another instant rolled it clean over. Thirty-two persons were now struggling in the midst of the broken water, striving, as they rose to the surface from under the boat, to save themselves by clinging to her as she tossed about bottom up. Three were drowned. The master of the wreck, Captain D. H. WOODWORTH, was seen to rise to the surface near the boat, and look round; his wife rose immediately afterwards close to him; she threw her arms round his neck, and they went down together. Others, after keeping themselves on the bottom of the Life-boat for a short time, became exhausted, were washed off, and perished. Two men, one a sailor and the other a Life-boatman, were seen on a spar together, but the mast of the Life-boat, which had washed out of her, lay across the throat of the latter, and he was drowned, notwithstanding his life-belt, and the sailor beside him was saved.

The steam-tug *Rattler*, beholding this terrible catastrophe, but from the shallowness of the water unable to render assistance, promptly signalled to the New Brighton Life-boat, then a considerable distance to leeward, making the best of her way to shore, after having observed that the Liverpool boat had got the wrecked crew safely on board. The New Brighton crew fortunately observed the signal, put about, and, with desperate energy, impelled their boat once more

against the storm, in among the breakers, and to the side of the overturned boat. It is said that the feat was accomplished in little over ten minutes, but the master of the wreck, his wife, the pilot, 2 of the mates, and 4 of the seamen, together with 3 of the crew of the capsized Life-boat, had already perished. The New Brighton Life-boat saved the remainder, consisting of 8 seamen of the wreck, and 11 Life-boatmen.

It is characteristic of the men who are willing to undergo such risks for humanity's sake, that when those on the bottom of the capsized Life-boat perceived the New Brighton Life-boat approaching, conceiving themselves to be in a somewhat safer position, they shouted out to her to save first those who, floating at some distance, clung to single pieces of plank; and in this way 3 men were rescued who must have perished had help been first extended to those on the capsized boat.

The New Brighton Life-boat, having rowed out with the survivors to smoother water, was taken in tow by the *Rattler*, and reached New Brighton in safety.

The coxswain of the Liverpool Life-boat has gratefully expressed the feelings of himself and crew towards the New Brighton Life-boat in the following letter, which he, himself, has published in the newspapers:—

"The records of the havoc caused by the gale on Sunday and Monday last have occupied so much attention that I have refrained till now from expressing publicly the thanks of myself and crew of the Liverpool Dock Trustees' tubular Life-boat to Captain THOMAS and the crew of the New Brighton tubular Life-boat, belonging to the National Institution, for rescuing us after our boat had capsized on Jordan Flats, after taking off the crew from the stranded ship *Ellen Southard*. For myself I am at a loss how to thank them, and can only assure them that their services can never be forgotten by myself, my wife, and children.

* * * * *

"And now one word as to the manner in which the New Brighton Life-boat was handled when it was made known to them that we had come to grief. Being at a considerable distance from us, they came with amazing promptitude to our rescue,

and I was almost forgetting my own unenviable position and those who were hanging on around me in watching and admiring the masterly and seamanlike manner Captain THOMAS and his men handled their boat and brought her in through the breakers to our help and rescue. It was truly the 'Balaklava' of that day's fight, and never can be forgotten by me; and while I command the Liverpool tubular Life-boat, which I hope will be for many years to come, should my life and health be spared (subject of course to the pleasure of my employers, the Mersey Dock and Harbour Board), I shall always feel, as long as the New Brighton Life-boat is under the command of Captain THOMAS and his brave crew, that we have to compete with as gallant and disciplined a crew as can be found round this or any other kingdom; and I do trust whenever we may be called upon 'to do or die' in concert with each other we may both feel that the rivalry existing between us is of the 'holy kind,' and when the men under our charge are straining every nerve to reach the drowning sailor first, and all ready to risk their lives, we may be strengthened by the remembrance that the Almighty is smiling on each of us, the last boat with the first, while both do their duty. In conclusion, my eternal gratitude, and that of my wife and family, are due to Captain THOMAS and the crew of the New Brighton tubular Life-boat of the NATIONAL LIFE-BOAT INSTITUTION."

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 3rd June, 1875 :

His Grace THE DUKE OF NORTHUMBERLAND, P.C.,
President 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.

Elected Sir EDWARD FERROTT, Bart., V.P., and other gentlemen, Members of the Sub-Committees for the ensuing year.

Read and approved the Report of Captain J. R. WARD, R.N., the Inspector of Life-boats to the Institution, on his recent visits to the Life-boat Stations at Aberystwith, Newquay, Cardigan, Fishguard, and St. David's.

Also the Report of Captain D. ROBERTSON, R.N., Assistant-Inspector of Life-boats, on his visits to Newquay, Padstow, Port Isaac, and Bude, Cornwall and to Settle and Hornsea, in Yorkshire.

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

	£.	s.	d.
Rev. ROBERT FRANCIS WILSON, M.A., additional	50	0	0
"An Old Sailor, native of Faversham, now of Canada, through Mrs. ANN JONES, of Faversham"	40	0	0
Collected on board the steam-ship <i>African</i> , on a voyage from the Cape to Southampton, per Mr. WALTER SEARLE	5	0	0
A German Governess and her Pupils	0	14	0

—To be severally thanked.

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

	£.	s.	d.
The late HENRY WILLIAM PICKERSGILL, Esq., R.A., for a Life-boat to be named after himself	1,000	0	0
The late Lady CHARLES CAVENDISH BENTINCK (Consols)	400	0	0
The late Miss ELIZABETH DOLLING, of Seaton Knolls, Salop, in aid of the Swansea Life-boat	100	0	0

Reported the transmission to their Stations of the new Life-boats for Staithes, and Hornsea, Yorkshire. The first-named boat was publicly launched at its station on the 31st May. The other boat was exhibited and named on Wednesday, the 26th May, at Settle, Yorkshire, where its cost was raised through the indefatigable exertions of CHRISTOPHER BROWN, Esq.; and three days afterwards it was launched at Hornsea.

Ordered that new Life-boat houses be built at Seaton Carew and Swanage, at a cost of 684*l.* 18*s.* 6*d.*

The Committee expressed their regret at the death of Mr. WILLIAM A. FORREST, who had formerly been, for many years, one of the builders of the Life-boats of the Institution.

Paid 2,782*l.* 3*s.* 11*d.* for sundry charges on various Life-boat Establishments.

Reported that the Maryport Life-boat had gone off on the 23rd May, and assisted to save the distressed smack *Native*, of Piel, and her crew of 3 men.

Voted 23*l.* 17*s.* to pay the expenses of the Scilly Islands and Penmon Life-boats in going off with the view of rendering assistance to distressed vessels.

On the occasion of the melancholy wreck of the German steamer *Schiller*, the Scilly Life-boat was promptly launched, but unfortunately the intelligence of the disaster did not reach the Life-boat Station in time to allow of the boat rendering any service in saving life. Mr. BANFIELD, the Honorary Secretary of the Scilly Islands Branch of the Institution, stated that the Life-boat was towed to the wreck by the steamer *Lady of the Isles*, but she was too late to save life. He added, that if early intelligence of the wreck had been received, when the masts were standing, the Life-boat, in conjunction with the shore boats, could have saved any number, the steamer being at hand to take them on board.

THURSDAY, 1st July:

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 Corre-

spondence, and Wreck and Reward Sub-Committees.

Read and approved the Inspector's Report on his recent visits to Solva, Milford, Tenby, Ferry-side, Pembrey, Swansea, Porthcawl, and Penarth.

Also the Report of the Assistant-Inspector of Life-boats on his visits to Staithes, Seascale, and Whitehaven.

Also the Report of Capt. C. GRAY JONES, R.N., the Second Assistant-Inspector of Life-boats on his visits to Cleethorpes, Donna Nook, Tynemouth, Sutton, Chapel, Skegness, Hunstanton, Brancaster, Wells, Sheringham, and Blakeney.

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

	£.	s.	d.
The Baroness BURDETT COURTS, additional	100	0	0
Trustees of the late THOMAS BOYS, Esq., per G. H. WHITE, Esq., additional	50	0	0
Bristol Histrionic Club, in aid of the support of the <i>Bristol and Clifton</i> Life-boat stationed at Lossiemouth, N.B., additional	50	0	0
Part proceeds of Amateur Theatrical Entertainment at Madeira by the Officers of H.M.S. <i>Triumph</i> , per Lieut. KERPEL H. FOOTE, R.N.	10	10	0
Collected in Middle Church, nr. Shrewsbury, on 6th June, per Rev. G. H. EGERTON, M.A.	5	13	5
Collected at the Bristol Mercantile Marine Office, per Capt. THOMAS BROOKS, additional	5	9	10
Family and Scholars of THOMAS H. VIE, Esq., Alexander Academy, Ashford, additional	0	15	0
Scholars of Lee National Girls' School, additional	0	5	0

—To be severally thanked.

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

	£.	s.	d.
The late Dr. H. S. MAY, of Exeter	200	0	0
The late Sir JOSEPH COWEN	50	0	0
The late Rev. GEORGE AINSLIE, M.A., of Denbigh Street, S.W.	50	0	0
The late Miss MARY GIBSON, of Norwich	40	0	0

Reported the transmission to its Station of the Tynemouth No. 1 new Life-boat.

A very successful demonstration had taken place on the occasion of the public naming and launching of the Life-boat at Tynemouth on the 5th June.

Decided that a new Life-boat be placed at Aberystwith in lieu of the boat at present on that station. A new Life-boat house would also be erected for the boat.

The cost of the renovation of the station would be defrayed from a legacy left to the Institution by the late Lady HABESFIELD, the boat being named after herself.

Decided also to replace the present Life-boat at Tyrella, which had become unfit for service. The new Life-boat to be named the *Memorial*, its expense having been presented to the Institution by the Misses PEACH, of Derby, from the amount realised by the sale of their needle and other work.

Also that a new large sailing Life-boat be placed on the No. 1 Station at Lowestoft, in lieu of the present boat.

Read letter from the War Office, of the 23rd June, stating that the Secretary of State for War

was prepared to grant the Institution a lease, at a nominal rent, of the site of ground on which the Hythe Life-boat house was to be erected.—*To be thanked.*

Decided, on the application of the Honorary Secretary of the Devon Central Branch, to place one of the verified barometers of the Institution at Paignton, for the use of the seafaring population of the place.

The Committee expressed their regret at the death of Mr. G. NEAVE PENNEY, who had been for many years the Honorary Secretary of the Poole Branch of the Institution.

Paid 1,816*l.* 5*s.* 8*d.* for sundry charges on various Life-boat Establishments.

Voted 27*l.* 15*s.* to pay the expenses of the Carnsore and Wexford No. 1 Life-boats in putting off on the 18th June to the assistance of the distressed brig *Shields*, of Cork.

The Carnsore boat saved 3 men from the brig; the services of the Wexford boat were not required.

Also 25*l.* 11*s.* to pay the expenses of the Valentia, Rhoscolyn, and Tramore Life-boats in either assembling the crews or putting off in reply to signals of distress from various vessels which did not eventually require the aid of the Life-boats.

The Ramsgate Life-boat had also gone off on the 1st June with the view of assisting the distressed schooner *Saint*, of Runcorn.

A communication was read which had been addressed, on behalf of the Italian Government, to the EARL OF DERRY at the Foreign Office, in which it was stated that they had awarded a Silver Medal to Capt. SAMUEL D. BARTLETT, Honorary Secretary of the Duncannon (Waterford Harbour) Branch of the Institution, in acknowledgment of the valuable services rendered by the Life-boat on that station in saving 9 lives from the brig *Vittorioso G.*, of Venice, wrecked near that place on the 19th Jan. last. The Italian Government also expressed their high appreciation of the cordial co-operation of other members of the Branch on that occasion.

Voted 1*l.* to three men for putting off in a boat from St. Justinian, and bringing ashore 2 men from the Bitches Rock, in Ramsey Sound, Pembroke-shire, their boat having struck on the rock, and been totally wrecked, on the 2nd May.

THURSDAY, 5th August:

The Chairman of the Institution in the Chair.

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

Also the Report of the Inspector of Life-boats on his recent visit to Kessingland.

Also the Report of the Assistant-Inspector of Life-boats on his visits to Holyhead, Balbriggan, Greencastle, Portrush, Belfast, Groomsport, Ballyvalet, Tyrella, Newcastle (Dundrum), Dundalk, Drogheda, Howth, Poolbeg, and Skerries.

Also the Report of the Second Assistant-Inspector of Life-boats on his recent visits to Sheringham, Cromer, Mundesley, Bacton, Hasborough, Palling, Winterton, Caister, Yarmouth, Gorleston, Lowestoft, Corton, Pakefield, Kessingland, and Watchet.

Reported the receipt of 2,500*l.* from Messrs. SAMUEL, JOHN, and JOSHUA FIELDEN, M.P., of

Manchester, for the purpose of building and permanently maintaining a Life-boat to be called the *Thomas Fielden*, in memory of their late uncle of that name.

Decided that the best thanks of the Institution be conveyed to Messrs. FIELDEN for their munificent gift.

Also that a new Life-boat be sent to Holyhead, in place of the present boat on that station, and that it be appropriated to Messrs. FIELDEN. Also that a new house be built for the reception of the Life-boat.

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

The cost of the boat would be defrayed from a gift to the Institution by a lady and her daughters, and at their request the boat would be named the *John Lockett*.

Reported the receipt of the following other special contributions since the last Meeting:—

	£.	s.	d.
Ancient Order of Foresters, annual subscription in aid of the support of their two Life-boats, per SAMUEL SHAW-CROSS, Esq.	100	0	0
ARTHUR HUTCHINSON, Esq., and the Misses FANNY and CHARLOTTE HUTCHINSON, additional	24	0	0
Worshipful Company of Cordwainers, additional	21	0	0
West Hartlepool Athenæum Billiard Club	11	2	6
Collected after a sermon in the camp of the 3rd Administrative Battalion Lancashire Rifle Volunteers, per Lieut.-Col. DUGDALE	11	0	0
Collected on board the Messageries Maritimes steamer <i>Meikong</i> , on her recent voyage from Shanghai to Marseilles, per Capt. RICHARD GIBBON	9	0	0
Collected per Rev. J. A. CHEESE, M.A., Gosforth, Cumberland:—			
Church Collections, July 18th, 1875	4	14	1
Seascale School Divine Service Collection, July 18th, 1875	1	15	0
Other Collections	0	11	0
	7	0	1

Amount found in Contribution Boxes at South Devon Railway Stations, per A. P. PROWSE, Esq., additional	2	19	5
Contributions of Out-Pensioners of Second East London District in aid of the support of the Out-Pensioner Life-boat at Arklow, additional	1	10	0
Ditto, Newcastle-on-Tyne District ditto	1	1	6
—To be severally thanked.			

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

	£.	s.	d.
The late Mrs. SUSANNA IRVINE, of Geneva	300	0	0
The late JOHN SMITHMAN, Esq., of Bryn Alt, Hertford	100	0	0
The late Capt. W. H. DICKMAN, R.N.	368	16	1

Reported the transmission to their stations of the Watchet and Appledore No. 2 Life-boats.

The first-named station had been publicly inaugurated on the 29th July, under the superintendence of the Second Assistant-Inspector of Life-boats.

The COUNTESS OF EGREMONT and Mrs. JOSEPH SOMES, the donor of the Life-boat, were present on

the occasion, the boat being named by the latter lady. The Bristol and Exeter Railway Company had granted the Life-boat and carriage a free conveyance from Bristol to Watchet.—*To be thanked.*

Ordered that different works be carried out at the Hythe and Greencastle Life-boat Stations, at an expense of 555*l.* 18*s.*

The Committee expressed their sincere condolence with Lady Arrow and the members of her family on the occasion of the lamented death of Sir FREDERICK ARROW, Deputy Master of the Trinity House, who had been for many years a member of the Committee of Management of the Institution.

Also with the family of the late HENRY LUDOLF, of Leeds, who had rendered the Institution most valuable services in that town for many years past.

Voted the thanks of the Institution to Mr. ALEXANDER JEFFREY, in acknowledgment of his valuable co-operation during the period he occupied the office of Honorary Secretary of the Stirling Branch of the Society.

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

Paid 1,803*l.* 17*s.* 2*d.* for sundry charges on various Life-boat Establishments.

The Committee expressed their deep sympathy with the family of THOMAS TRIPP, who perished while assisting to launch the Kessingland sailing Life-boat on the 15th July, and voted 150 guineas in aid of the local subscription now being raised for their relief. The Committee also granted 48*l.* 10*s.* to the Life-boat crew and helpers, together with the thanks of the Institution, inscribed on vellum, to Capt. CHARLES S. P. WOODRUFFE, R.N., Inspecting Commander in H.M. Coastguard Service, and Mr. THOMAS ATKINS, Coastguard Chief Officer at Kessingland, in acknowledgment of their highly praiseworthy services on the occasion.

Voted 15*l.* 14*s.* to pay the expenses of the Fraserburgh Life-boat in saving the crew of 5 men from the distressed schooner *Villager*, of Inverness, on the 30th July.

[The details of this service will be found on page 413 of this Journal.]

Voted 60*l.* 19*s.* to pay the expenses of the Life-boats at Pakefield, Carnsore, Caister, Seaton Carew, and Middlesborough, in either assembling the crews or putting off in reply to signals of distress from various vessels which did not ultimately require the aid of the Life-boats.

Also 5*l.* to the crew of a pilot-boat of Gorleston, for saving the crew, 4 in number, of the schooner *Shepherdess*, of Lowestoft, who had taken to their boat on their vessel foundering near the Corton Sand on the 4th July.

Also 4*l.* to JOHN A. MURPHY, Chief Boatman in charge at the Mulroy (Ireland) Coastguard Station, and 3 other coastguardmen, for putting off in their Life-boat from Mulroy Station, and rescuing the crew, consisting of 4 men, from the schooner *Chrysolite*, of Glasgow, which had gone ashore on the Campion Bank, during a fresh gale from the N., on the 16th June.

Also 1*l.* to 4 men at Arklow for saving 2 men whose boat had got across the tow-rope of a vessel, and had been thereby capsized, in Arklow Bay, on the 5th June.

Also 1*l.* to 3 Mundesley men for putting off in a boat, and saving 5 persons from a pleasure boat which had been upset off Mundesley, on the 23rd June.

THURSDAY, 2nd September :

Sir EDWARD PERROTT, Bart., V.P., Chairman of the Sub-Committees, in the Chair.

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

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

Also the Report of the Second Assistant-Inspector of Life-boats, on his visits to Cresswell, Blyth, Hartlepool, Seaton Carew, Runswick, and Staithes.

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

	£.	s.	d.
English Mechanic Life-boat Fund, per J. PASSMORE EDWARDS, Esq., and Mr. G. LUFF.	402	9	6
The late Mrs. A. I. HICKES, of Bath, per Miss HICKES, through THOMAS CHAPMAN, Esq., F.R.S.	100	0	0
Independent Order of Odd Fellows (Manchester Unity) annual subscription in aid of their Life-boat at Cleethorpes.	50	0	0
Contents of Contribution Boxes on board the Thames saloon steamer <i>Albert Edward</i> , and at the King's Arms Tavern, Lambeth, per Mr. C. BONCEY, additional.	7	13	4
Collected on board the <i>S. S. Lady Josyan</i> , of Southampton, per Capt. A. HARLOW, additional.	2	5	0
Half the balance of the <i>La Plata</i> Relief Fund, per W. M. DEACON, Esq.	3	19	6
— <i>To be severally thanked.</i>			

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

	£.	s.	d.
The late Miss SARAH LEWTHWAITE, of Bowden, Chester.	500	0	0
The late Miss SARAH GODIN, of Maida Vale.	100	0	0
The late GEORGE PETERS, Esq., of Bushey, to the Margate Branch.	20	0	0
The late F. A. WINSOR, Esq., of Lincoln's-inn-fields.	19	19	0
The late Mrs. M. A. HAY, of Hull.	19	19	0

Reported the transmission to its station of the Cresswell (Northumberland) Life-boat.

The first launch of the boat took place at Cresswell, on the 21st Aug., under the superintendence of the Second Assistant-Inspector of Life-boats.

Ordered that various works be carried out at the Hartlepool, Runswick, Swanage, Howth, and Broadstairs Life-boat Stations at an expense of 725*l.* 8*s.* 6*d.*

Voted the thanks of the Institution to Mr. J. STEPHENSON for his kind services during the period he occupied the office of Honorary Secretary of the Runswick Branch of the Society.

Paid 607*l.* 17*s.* for sundry charges on various Life-boat Establishments.

Voted 33*l.* 1*s.* to pay the expenses of the Lossiemouth and Fraserburgh Life-boats in putting off and rescuing the crews, consisting of 14 men from

the distressed sloop *Helen*, of Stornoway, and 3 fishing smacks.

The *Gorleston Life-boat* had also brought safely into harbour, on the 5th Aug., the smack *Sophia*, of Hull, and 4 of the crew of a shore boat, which had taken off the vessel's crew of 4 men and a passenger, and had then broken adrift, leaving 4 of her own crew on board.

[The details of these Life-boat services will be found on pages 413-14 of this Journal.]

Voted 25*l*. 7*s*. to pay the expenses of the *Whitby* and *Broadstairs Life-boat* in putting off with the view of rendering assistance to distressed vessels, when the boat's services were not ultimately required.

The *Ramsgate Life-boat* had also gone off with the view of aiding a supposed distressed vessel.

Voted the thanks of the Institution, inscribed on vellum, and 1*l*. to Mr. JOHN MADDEN, chief boatman in charge of the Sutton (Dublin) Coast-guard Station; 1*l*. 10*s*. to JAMES ELLIOTT, and 10*s*. each to four other Coastguardmen for putting off in their boat, with the view of rendering assistance to the crew of the schooner *Aaron Belle*, of Aberystwith, which had gone ashore near the Sutton Coastguard Station on the 19th Jan. last, during a strong gale from W.S.W.

Also the thanks of the Institution to Mr. JOHN CARR, Chief Officer of Her Majesty's Customs at Warrenpoint, Ireland, and 1*l*. to 4 other men for putting off in a boat, and saving the crew, 5 in number, of a gig belonging to the Newry Rowing Club, which had been capsized while out practising off Warrenpoint on the 27th July.

Also 10*s*. each to JOHN and THOMAS CASS, of Whitby for rescuing 2 men from the coble *Prince*, of Whitby, which had been struck by a heavy sea, and capsized while entering the harbour there on the 4th Aug.

Also the thanks of the Institution and 10*s*. each to 2 youths, named ALBERT and HARRY BROWN, of Weymouth, for saving a man, whose boat had been caught in a squall and capsized off Weymouth Harbour on the 6th Aug.

Also a telescope, with suitable inscription, to SAMUEL BATE, late second coxswain of the Padstow Life-boat, in acknowledgment of the many gallant services performed by him in the boat during the long period he held that post. He had previously received from the Institution its Silver Medal and thanks, inscribed on vellum, for services in the Life-boat.

"THE OLD CORK BUOY."

THE night was dark, the tempest roared,
The waves ran mountains high:
It seemed to every hand on board
As if the sea and sky
In one commingled mass was blent
And welded by the gale,
Save where the quiv'ring light'ning rent
The darkness as a veil.
Our boats were gone, and one by one
Our masts 'gan away and reel:
On beam-ends thrown, we lay alone
Off Kingsdowne, hard by Deal.

A dull deep thud, a stifled sound,
A crushing, tearing grind,
A shock, a crash—we are aground,
A prey to wave and wind.
The sea breaks o'er us fore and aft,
Our decks are swept quite clear,
Not e'en a spar to make a raft
Is left—we sink with fear.

The lightning's flash, the thunder's crash,
Shakes us from truck to keel:
The waves tumultuous splash and dash,
Off Kingsdowne, hard by Deal.

We were just forty souls and seven,
Both passengers and crew:
With cries for help we wearied Heav'n,
No help appeared in view.
We clung to ropes along the deck,
And strained our aching sight—
Through spray and mist—a helpless wreck
The *Solent* lay that night.
One tiny spark glints through the dark,
We watch it roll and reel:
"The Life-boat's out!" we wildly shout,
"From Kingsdowne, hard by Deal."

Now poised upon the billow's crest,
Now welmed in the deep,
She struggles on—no pause—no rest—
She climbs the wat'ry steep.
She nears—but cannot make us,
The current runs so sore:
Must Death then overtake us
So near our native shore?
On board that boat could we but float
A line—hearts true as steel
Wait us to save from wat'ry grave
Off Kingsdowne, hard by Deal.

Of all the lumber round the deck,
Nought is there left, save one
Old anchor buoy—itsself a wreck
With honest service done.
The mate he bent it to a rope,
And hove it o'er the side.
God help us, 'tis our only hope!
May He its course now guide:
It nears them—nay;—'tis swept away.
Again the line we reel,
Again 'tis cast, our hearts beat fast,
Off Kingsdowne, hard by Deal.

Twice has the old float missed its mark—
Twice is it dashed away—
Twice have we lost it in the dark—
Twice, by the ghastly ray
Of blue-light burnt aboard that bark,
We see it dashed and whirled—
Our refuge sole, our only ark
Of safety in this world.
See! see! 'tis caught—fast round the thwart
'Tis hitched—a joyous peal,
A clam'rous shout, rings boldly out,
Off Kingsdowne, hard by Deal.

God bless the Life-boat and its crew!
Its coxswain brave and old!
And Jarvist Arnold is his name,
Sprung from those Vikings bold,
Who made the wind and waves their slaves,
As likewise we do so,
While still Britannia rules the waves,
And the stormy winds do blow;
And th' old cork float, that safety brought,
We'll hold in honour leal,
And it shall grace the chiefest place
In Kingsdowne, hard by Deal.

FRED. LYSTER.

From *The Figaro*.

NOTICE.—The next number of the "Life-boat Journal" will be published on the 1st of February, 1876.

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 Fifty Life-Boat Stations under the Management of the Institution.

ENGLAND.

Northumberland—Berwick-on-Tweed—
Holy Island (two boats)—North Sunderland—
Bosham—Alnmouth—Hawley—Cresswell—
Newbiggin—Blyth (two boats)—Owlerton—
Tyne-mouth (two boats)
Durham—Whitburn—Sunderland (four
boats)—Seaham—East Hartlepool (three boats)—
West Hartlepool (two boats)—Seaton Carew
Yorkshire—Middleborough—Redcar—
Saltburn—Staithes—Ruswick—Ugging—
Whitby (two boats)—Scarborough—Filey
Flamborough (two boats)—Bridlington—Hornsea—
Withernsea
Lincoln—Cleethorpes—Donna Nook—
Theddlethorpe—Sutton—Chapel—Skegness
Norfolk—Hunstanton—Brancaster—Wells
Bakeney—Sheringham—Ormer—Mundesley—
Bacton—Haseburgh—Palling (two boats)—
Winterton—Caister (two boats)—Yarmouth
(two boats)
Suffolk—Gorleston—Corton—Lowestoft
(two boats)—Pakefield (two boats)—Kessingland
(two boats)—Southwold (two boats)—
Dunwich—Thorpeness—Alborough
Kent—Margate—Kingcliffe—Broadstairs—
Ramsgate—North Deal—Walmer—Kingsdowne—
Dover—Hythe—New Romney—Dungeness
Sussex—Rye—Winchelsea—Hastings—
Eastbourne—Newhaven—Brighton—Shoreham—
Worthing—Sealeigh—Chichester Harbour
Hampshire—Hayling Island
Isle of Wight—Bembridge—Brightstone
Grange—Brooke
Adursey—St. Anne
Guernsey—St. Samson's
Dorset—Poole—Swanage—Chapman's Pool
—Kimeridge—Weymouth—Lyons Regis.

South Devon—Sidmouth—Exmouth—
Teignmouth—Brixham—Salcombe—Plymouth—
Cornwall—Loe—Fowey—Mevagissey—
Porlase—Falmouth—Portsmouth—Cadiz—
—Isard—Mullion—Porthleven—Penzance—
Boscon Cove—Silly Isles—St. Ives—Hayle—
New Quay—Padstow—Port Isaac—Bude
North Devon—Clovelly—Appledore (two
boats)—Braunton—Morte Bay—Ilfracombe—
Lynmouth
Somerset—Watchet—Burnham
Cheshire—New Brighton—do. Tubular
Lancashire—Southport—Lytham—Blackpool—
Fleetwood—Piel
Cumberland—Seascale—Whitehaven—
Maryport—Silloth
Isle of Man—Ramsey—Douglas (two boats)—
Castletown

WALES.

Glamorganshire—Fenarth—Porthcawl—
—Swansea
Carmarthenshire—Pembrey—Carmarthen Bay
Pembrokeshire—Tenby—Milford—Solva—
St. David's—Fishguard (two boats)
Cardiganshire—Cardigan—Newquay—
Aberystwyth
Merionethshire—Aberdovey—Barmouth
Carnarvonshire—Portmadoc—Abersoch—
Porthmadoc—Orme's Head
Anglesey—Llandudno—Rhosneigr—
Rhoselynn—Holyhead—Gemea—Bull Bay—
Moele—Penmon
Denbighshire—Llandudnas
Flintshire—Rhy (Tubular)

SCOTLAND.

Kirkcaldbright—Kirkcaldbright
Wigtownshire—Whithorn—Port Logan
Ayrshire—Ballantrae—Girvan—Ayr—
Troon—Irving—Ardrossan
Isle of Arran—Kildonan
Argyllshire—Campbelltown—Southend
Caithness-shire—Thurso
Orkney Islands—Longhope—Stronsness
Elginshire—Lossiemouth
Banffshire—Buckie—Banf
Aberdeenshire—Fraserburgh—Peterhead
Kincardineshire—Stonehaven
Forfar—Montrose (two boats)—Aberbroath—
Buddon Ness and Broughty Ferry (Dundee)
Fife-shire—St. Andrews—Anstruther
Haddingtonshire—North Berwick—
Dunbar

IRELAND.

Co. Londonderry—Greencastle
Antrim—Portrush
Down—Groomsport—Ballywater—Tyrolia
—Newcastle (Dunrum Bay)
Louth—Dundalk—Drogheda (two boats)
Dublin—Balbrigan—Skerries—Rogers-
town—Howth—Poolbeg—Kingstown
Wicklow—Greystones—Wicklow—Arklow
Wexford—Courtown—Cahore—Wexford
(two boats)—Carnore—Duncannon
Waterford—Tramore—Dungarvan—Ardmore
Cork—Youghal—Ballycotton—Queenstown
—Counsmasherry
Kerry—Valentia

Total, 250 Life-boats.

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

<i>Adie</i> , schooner, of Montrose .. 6	<i>Glasa</i> , brig, of Memel	10	<i>Lady Bassel</i> , sch., of Brixham .. 4	<i>Rose</i> , schooner, of Youghal ... 4
<i>Alliance</i> , barque, of London .. 10	<i>Glenville</i> , schooner, of London ..	10	<i>Lady Hunsford</i> , barque, of .. 17	<i>Ryerson</i> , ship, of Yarmouth,
<i>Alma</i> , barque, of Tonsberg .. 13	<i>Great Admiral</i> , ship, of Bristol ..	10	<i>Laura Maria</i> , barque, of Dan- .. 17	N.S.—rendered assistance.
<i>Amelia</i> , s.s. of Liverpool .. 13	—rendered assistance.		<i>Laurel</i> , smack, of Castle-town .. 3	<i>Sarah M. Dudson</i> , barque, of
<i>Anglia</i> , screw steamer, of Dundee 13	<i>Grinlake</i> , s.s. of Jarro	10	<i>Lerry</i> , smack, of Aberdovey ... 3	Yarmouth, N.S.—rendered
<i>Anna</i> , schooner, of Drammen .. 6	<i>Gutenberg</i> , barque, of Hamburg ..	10	<i>Liberator</i> , brig, of Colchester .. 6	assistance.
<i>Annie Aris</i> , brig, of Dublin— .. 7	<i>Harvie Julia</i> , brigantine, of .. 20		<i>Lithia</i> , brig, of Colchester .. 6	<i>Sarah</i> , brig, of Whitby
—saved vessel and crew	<i>Mayport</i> —remained by vessel.		<i>Lithia</i> , brig, of Colchester .. 6	Sir William Fullenby, brig, of
<i>Argus</i> , barque, of Newcastle .. 7	<i>Helene</i> , schooner, of Cran	4	<i>Lithia</i> , brig, of Colchester .. 6	Guernsey
—remained by vessel.	<i>Helene</i> , schooner, of Cran	4	<i>Lithia</i> , brig, of Colchester .. 6	<i>Sophia</i> , and <i>Isabella</i> , schooner,
<i>Baltic</i> , schooner, of Liverpool .. 3	<i>Helene</i> , schooner, of Cran	4	<i>Lithia</i> , brig, of Colchester .. 6	of Lowestoft—rendered as-
<i>Damborough</i> , s.s., of Shields .. 11	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	sistance.
<i>Beckwith</i> , brig, of Shields— .. 11	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	<i>Squire</i> , schooner, of Aberyst-
—remained by vessel.	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	with—saved vessel and crew .. 5
<i>Bella Star</i> , brigantine, of Yar- .. 3	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	<i>Thomas</i> , brig, of Whitehaven ..
mouth, N.S.	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	Three fishing boats, of Buckle .. 17
<i>Bird</i> , ketch, of Dunbar	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	<i>Topas</i> , schooner, of Glasgow—
<i>Camden</i> , sch., of Aberystwyth .. 5	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	—remained by vessel.
<i>Carolina</i> , barque, of Bideford .. 5	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	<i>Utility</i> , brig, of Workington .. 5
<i>Carolina</i> , schooner, of Amster- .. 5	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	<i>Uncas</i> , brigantine, of Stavanger,
dam—remained by vessel.	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	Norway
<i>Cedate Henri</i> , schooner, of Caen .. 4	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	<i>Venus</i> , smack, of Douglas—
<i>Chama</i> , steamer, of Glasgow .. 6	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	—saved vessel and
<i>Christina</i> , schooner, of Whitby .. 6	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	<i>Victoria</i> , schooner, of Blyth .. 4
<i>Delight</i> , schooner, of Rye	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	<i>Ville des Condes</i> , chasse maree, of
<i>Donna Maria</i> , brigantine, of .. 6	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	Nantes
Belfast	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	<i>Walsgriff</i> , barque, of Scarbo-
<i>Dunrobin</i> , schooner, of Wick .. 6	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	rough—remained by vessel.
<i>Ella Cornish</i> , schooner, of San .. 6	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	
derland, saved vessel and crew ..	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	
<i>Elizabeth</i> , brig, of Kingstown .. 7	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	
<i>Emma Eden</i> , brigantine, of .. 7	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	
Guernsey	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	
<i>Essex</i> , brig, of Sunderland	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	
<i>Ellet</i> , yacht, of Ramsey	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	
<i>Faerie</i> , schooner, of Dublin	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	
<i>Five fishing cobs</i> , of Whitby .. 15	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	
<i>Forest</i> , ship, of Windsor, N.S. ..	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	
—remained by vessel.	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	
<i>Fris</i> , barque, of Blyth—saved .. 11	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	
vessel and crew	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	
<i>Gem</i> , schooner, of Padstow	<i>Hermosa</i> , schooner, of Youghal ..	4	<i>Lithia</i> , brig, of Colchester .. 6	

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1874) the ROYAL NATIONAL LIFE-BEAT INSTITUTION expended £23,450 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 23 Silver Medals and Vot of Thanks on Valium, 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 23,440; for which Service 91 Gold Medals, 864 Silver Medals, and £45,000 in cash have been paid in Rewards.

The expense of a Life-boat, its equipment, transporting—carriage, and boat—averages £500, in addition to £70 a-year needed to keep the establishment in a state of efficiency.

Donations and Annual Subscriptions will be thankfully received by the Bankers of the Institution, Messrs. WILKES, PEARCE, and Co., 78 Lombard Street; by all the other Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London, W.O.—1st November, 1875.