

# THE LIFE-BOAT,

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### THE WRECK OF THE DEUTSCHLAND.

ON the morning of the 6th December, 1875, occurred one of those sad disasters which ever and anon remind us of the dangerous character of our shores, the wreck of an emigrant ship. But a few months since the German passenger steamer *Schiller* was wrecked off one of the Scilly islands, with the loss of 331 lives; and now another emigrant steamship, of the same nationality, has shared the same fate off the coast of Essex, and 57 of her passengers and crew have unhappily perished.

Perhaps no maritime disaster of modern times, not even that of the foundering of the *Northfleet*, in January 1873, has excited more general interest, arising partly from the circumstance of its having occurred so near the mouth of the Thames, and partly from the strange and reckless charges advanced by a portion of the German newspaper press against the town of Harwich and the boatmen of that port, maliciously accusing them of deliberately allowing the unfortunate emigrants to perish before their eyes and refusing them succour—nay, of even rejoicing at their sufferings, solely because they were Germans.

It seems almost incredible that a newspaper of some importance, in the capital of a friendly nation, should, without inquiry, or any attempt to verify its statements, make so unjustifiable an attack on the inhabitants of a respectable English

town and on its hardy and courageous boatmen, and should again and again repeat the charge, when in truth everything had been done that was practicable to aid the poor shipwrecked people as soon as possible after the calamity was known.

It may be thought by some that so sweeping and absurd a charge might be left to contradict itself, more especially as the evidence which has since been given at the official inquiry by the BOARD OF TRADE, and has been published in the London newspapers, completely refutes it. We feel bound, however, to come also to the rescue of our fellow-countrymen at Harwich, as many of our readers may not have had an opportunity to peruse the official report.

The circumstances assumed by the '*Börsen-Zeitung*,' or Bourse Gazette, of Berlin, are: that the *Deutschland* was wrecked close to the port of Harwich, where any signals of distress shown by her could be readily distinguished; that she showed her German flag; and that the people of Harwich suffered so many of her passengers and crew to perish because they were Germans—for which assumed unnatural cruelty this credulous newspaper appeals to its Government to demand apology and reparation from the British nation on behalf of the great German people.

Turning, however, from the dreamland of assumption to the more prosaic but

more credible region of fact, we will briefly describe the actual circumstances of the case.

In the first place, then, the spot where the *Deutschland* was wrecked—on the Kentish Knock—was 24 English miles from Harwich, and therefore at too great a distance for the vessel herself, and far less for any signals of distress or national flag, to be seen from that place, even in clear weather. Accordingly, the only modes by which intelligence of the disaster could be conveyed to Harwich would have been by the different light-vessels repeating the signals from one to another, and finally to that town, or by some vessel or boat proceeding there.

Now it so happened that all the hovelling smacks belonging to that and adjacent places had themselves been driven into port by the violence of the gale and the heavy sea, and that the only available means of communication was therefore by signals from the lightships.

It appears, from the evidence of the officers in charge of those vessels, at the Board of Trade inquiry, although the *Deutschland* had been on shore since between 5 and 6 o'clock in the morning, on Monday, the 6th December, and had immediately commenced to throw up rockets, and continued to do so until daylight, none of them were seen even from the nearest lightship—the Kentish Knock—no doubt owing to the thickness of the weather, and almost continuous snowstorms, the master of that vessel first perceiving the unfortunate steamer at 9.30 A.M. He then fired guns and sounded the fog-horn, and continued to do so at half-hour intervals during the day, and at 4.30 P.M. commenced to throw up rockets, which were answered by the steamer.

At 5.20 the mate of the Sunk Lightship first saw two rockets, which he supposed to be from a vessel on the Long Sand, whereupon he fired guns and sent up rockets throughout the night, but did not see the wrecked ship until 7.30 on the morning of Tuesday, the 7th. His first rockets had, however, been seen by

the look-out on board the Cork Lightship, from which vessel rockets were then immediately discharged, and at 7.30 these were replied to from Harwich, they having given the first intimation to the good people of that town that anything was amiss at sea, and even then not that a German emigrant steamer was ashore on the Kentish Knock, but merely that some vessel was in danger somewhere on one of the numerous sandbanks which lie in all directions off their port.

We have thus accounted for the circumstance of these unfortunate shipwrecked persons being allowed to remain for fourteen hours in their perilous position without succour from the shore, from the simple cause that no one knew of their danger; and we have arrived at another stage of our inquiry, viz.: Were the means then adopted all that could be reasonably expected from humane people who would gladly afford succour, if in their power, to any one in distress, to whatever country they might belong?

What, then, were the means available at Harwich for affording succour to the shipwrecked people? Where was the Harwich Life-boat? it might be asked. There was no Life-boat there, it having always been considered that the outlying sandbanks, on which vessels were liable to be wrecked, were all so distant that before a Life-boat from Harwich could reach them the shipwrecked persons would have been taken off by one of the numerous hovelling smacks which are almost always cruising about, or lying under shelter of the sands, on the look out for vessels in distress.

There was, however, a small but serviceable steam-tug, not, be it remembered, the property of the Government or of the town, but of a private individual, provided by him as a mercantile speculation, and manned and worked exclusively at his own expense, just as any other merchant vessel is provided for its owner's legitimate profit. It is right that the character of this boat should be borne in mind, in justice to her owner and master,

since any service performed by her could not be demanded as a right by the community at large, but solely as an act of humanity at the owner's personal risk of the loss of his vessel.

The circumstance of this tug, the *Liverpool*, not going off instantly on perceiving the rockets thrown up by the Cork Lightship, has been much animadverted on by ignorant persons; fortunately, however, she was commanded by an able and experienced seaman, Captain CARRINGTON, who knew what he was about; who knew the difficulties of navigating in the intricate passages between the numerous shoals off the port in a dark night and gale of wind, and that he could only do so at great risk of losing his owner's vessel and the lives of those intrusted to him; that he might spend the whole night in vainly searching for the vessel in distress, and even if he should find her, that with the small tug's boats it would be quite impossible for him to render any assistance to a vessel surrounded by broken water, in a dark night and heavy sea; and, moreover, that if any mishap should disable his own vessel, the only chance of saving the wrecked persons might be destroyed.

Most judiciously then, in our opinion, he decided not to proceed to sea in search of the wrecked vessel until shortly before daylight, but got his steam up in readiness for a start. Shortly before 6 o'clock in the morning he left, the gale having then somewhat moderated. He first went to the Cork Lightship, and ascertained from her master that the Sunk Lightship had been firing all night. He then proceeded to the latter, and was informed that there was a steamer on the Long Sand. He next steamed to the Long Sand, and found there was no vessel on it. He then steered for the Kentish Knock, and when halfway to it saw the *Deutschland* on that sandbank. He then went to the Knock Lightship, and hailed her, but those on board her could not tell him what the wrecked vessel was, or if there was any one on board her. He then proceeded to

the spot, and finding there were a large number of persons on board her, anchored his vessel under her lee at about 60 fathoms distance, and sent his boats to her; but after taking off three boat-loads, weighed his anchor, placed his vessel alongside the ship, and took off the remainder of the survivors of her passengers and crew, 173 in all.

So much for the Harwich tug. She did all that could possibly have been done, and her owners and her master are entitled to the thanks of the German people, rather than to their reprobation.

But, 2ndly, the smacksmen of Harwich have been accused of acting like wreckers, coming not to save lives, but eagerly boarding the wrecked ship, as soon as her crew and passengers had left her, and pillaging her—in fact, stealing everything on which they could lay their hands. What, however, are the real circumstances of the case, and who are the “smacksmen”? They are an invaluable body of men, whose profession, by which they obtain their bread and support their families, is that of “hovelling,” that is, helping vessels in distress, assisting them to get afloat when they have grounded on sandbanks or on the coast shore, recovering anchors and cables that have been lost, or been slipped by vessels that have sailed, and rescuing from the sea property of any kind, which, in the case of total wrecks, would otherwise be irretrievably lost.

To their credit, be it said, they have also, in numberless cases, been the means of saving lives, often at great risk to their own, as the records of the NATIONAL LIFE-BOAT INSTITUTION amply testify.

As in the case of the owner, master, and crew of the Harwich tug, it must, however, be borne in mind that these smacksmen are not employed and paid to save lives, but that they are merely a body of hardy, daring, energetic men, who have embraced a dangerous calling, and who, to prosecute that calling successfully, have to provide, at their own expense, valuable boats, which, with their equipment, often cost 300*l.* or 400*l.*, and we believe some-

times more. These boats, or smacks, as they are there called, perform the same work as the luggers of Deal, Ramsgate, Yarmouth, and other places; they are fine boats, and well handled by their crews, but they are not fitted as Life-boats, and cannot be taken through heavy, broken water, as a Life-boat can be, to the assistance of wrecked crews without great risk of loss of their own property, by which they earn their bread, and of their own lives.

In common charity, then, they are surely entitled to use their own judgment as to the extent to which they may risk the loss of their own lives and of their boats; and they would be something more or less than human if they did not do so, and did not remember their wives and children or parents at home, however anxious they might be to save the lives of others.

In this instance they had been driven into port by the severity of the gale; but, had they been able to keep the sea, they could not without certain destruction have attempted to go alongside the wrecked ship until the gale had moderated and the sea gone down. The steam-tug was able to get to the *Deutschland* before they could do so, and her owner, master, and crew had the glorious satisfaction of being the means of saving so many lives from perishing; but there was no reason why the smacksmen, when afterwards able to board the ship, her destruction being then inevitable, should not take from her everything that could be saved, before too late to do so, provided that they handed it over to the proper authorities on landing, and were themselves satisfied with the percentage of its value allowed them by the salvage laws. This the evidence brought out by the subsequent Board of Trade inquiry proved that they did, and they stand thus honourably acquitted of all the charges brought against them by the ignorance or malice of their accusers.

This is not the first time we have had to write in defence of this class of men, a class which, we believe, exists in no other part of the world but on the east coast of

the United States of America; and we again tell their detractors that if, by unmerited censure and ill treatment, they are driven from the sea to other and safer callings on the land, an immense amount of property and many lives will as a consequence be sacrificed.

3rdly. What could the people of Harwich have done beyond what they did do? They had no means at their disposal for affording aid to persons in danger at sea, 24 miles from their town; and until the tug returned with her cargo of German emigrants and sailors, those amongst them who had heard that alarm-signals had been seen would no doubt have thought it most probable that it was but some poor overladen or ill-found English coaster or collier brig which had succumbed to the storm.

There was one thing, however, that the Harwich people did do—they performed the office of the ‘good samaritan’ by treating kindly and hospitably the survivors from the wrecked ship; by administering to their need in clothing and food, for which they received the hearty thanks of the poor people themselves; and by decently and reverentially interring in the town cemetery the bodies of the drowned which had been recovered and brought ashore, the solemn burial service of the Church of England being read over them, and many an eye was bathed in tears.

The above is a brief, truthful, unvarnished account of the chief circumstances attending the loss of the *Deutschland*. German writers may, in their warm rooms, far from the wild sea-wave, write what they will; our English boatmen will still, as cheerfully as hitherto, prosecute their hazardous calling—will still launch their Life-boats through the boiling surf, by day and by night—will still be the means, in God’s hands, of saving in Life-boats alone an average of some 600 lives per annum, and directly and indirectly, with their own boats, some hundreds more, a considerable proportion of whom are foreigners of every nationality frequenting our shores.

On this occasion the Life-boat of the NATIONAL LIFE-BOAT INSTITUTION at Broadstairs proceeded, as soon as possible, to the scene of the wreck, 20 miles distant, but too late to be of service; and already since the wreck of the *Deutschland* the Harwich tug *Liverpool* has rescued from certain death the crew of another foreign ship, this time a Norwegian, wrecked on the Shipwash sandbank; and the Ramsgate Life-boat, summoned by telegram from Harwich, was towed by the steam-tug *Aid* no less than 45 miles to the scene of the disaster, only to find on arrival there that the shipwrecked crew had already been saved by the Har-

wich tug, and then another 45 miles on her return, the 15 poor fellows on board having been then *fourteen hours* sitting in their boat, with the seas and spray breaking over them through their whole terrible voyage, in a freezing atmosphere and then landed in a benumbed, half-frozen state, from the effects of which some of them may never entirely recover.

Bethink you, reader, whether English or German, how can such men be sufficiently rewarded by aught save the approbation, nay, the admiration, of all good men, and the approval of their own inward souls, of which no man can deprive them.

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



SHERINGHAM, NORFOLK.—The Life-boat *Duncan* was launched from this station at 6 A.M. on the 10th October last, and rescued 2 men from a perilous position on board the fishing smack *Gleaner*. A sudden storm had compelled a number of fishing vessels, riding at anchor off Sheringham, to proceed to sea. In getting under weigh the *Gleaner* and *Reaper* came into collision. The crew of the former, expecting their craft to founder, got on board the *Reaper* with the exception of 2 men, and the *Gleaner* then went drifting off to leeward in a disabled state with 2 men only on board. The Life-boat took off both the men and placed them on board the other vessel.

SEAHAM, DURHAM.—About midnight on the 10th October, the night being dark with violent squalls, the schooner *Lucinde*, of Whitstable, came into collision with the *Rose*, of Lynn, whilst the two vessels were making for the harbour of Seaham. Both vessels went ashore, and the *Lucinde* grounded in a dangerous position. An effort was made by the Coastguard to land the crew of the last-named vessel with a rocket line; but that having failed, the Life-boat *Sisters Carter*, of Harrogate, was called out, and she succeeded in rescuing the crew, 6 in number, from their perilous position.

NEWBIGGIN, NORTHUMBERLAND.—After daylight on the 14th October, the fishing

vessels of Newbiggin were caught in a sudden gale from the east, and obliged to make for the port. Anticipating some mishap, the Life-boat *William Hopkinson*, of *Brighthouse*, was launched, and was fortunately enabled to render effective aid to the fishing coble *William and Mary*, with her crew of 4 men, who were in serious danger, and would probably have been lost but for the presence of the Life-boat.

SCARBOROUGH.—October 14th. Soon after noon a gale sprang up suddenly from the eastward. A large number of Scarborough fishing vessels, which were outside, had to bear up and run for the harbour at Scarborough. Vessels which fall to leeward when rounding the Pier-end under such circumstances are placed in great danger, as they are quickly in the midst of broken water. The Life-boat *Lady Leigh* was therefore launched and lay in readiness near the scene of danger, watching the different vessels as they shot into shelter round the bend of the breakwater. At 2.30 P.M. the smack *Mary Ann*, after throwing a rope to the Pier-end, parted it, and was swiftly on the edge of the breakers. Fortunately the Life-boat at once made a dash at her with a line, and thus saved vessel and crew of 9 men from extreme peril.

MONTROSE.—On the 16th October the Hon. Secretary of this branch received a telegram from the Coastguard Station north of Montrose that a vessel was standing for the harbour with a signal of distress flying. It was then blowing hard from S.E., with a heavy sea on.

The No. 1 Life-boat *Mincing Lane* was at once ordered out, and proceeded to row down to the river bar in readiness to board the distressed vessel when she approached: this was at 4 o'clock. At 4.30 it was observed from the lighthouse contiguous to the Life-boat Station that the vessel was waiting off for assistance, afraid to approach nearer—a circumstance that the coxswain of the Life-boat could not observe—at the same time it was considered that the crew appeared very much exhausted. The second Life-boat, the *Roman Governor of Caer Hŷn*, was therefore launched, and she took orders to the No. 1 Life-boat to push out, if possible, and board the distressed vessel, while the

No. 2 boat remained on the bar ready for any eventuality. After a severe struggle the No. 1 boat got alongside what proved to be the Russian three-masted schooner *Emilia*, bound from Cronstadt to Montrose. The vessel was so overladen with a deck load of timber that the crew were unable to properly navigate their vessel in such heavy weather, and had no resource, being then on a lee shore, but to run for a port with which they had no acquaintance. Hence the signal of distress.

The *Mincing Lane* broke all the oars on one side and sustained other damage in boarding the *Emilia*, which vessel was then wore off shore till the tide served, and finally run for the bar about 11 P.M., and, notwithstanding the heavy sea, got safely into the river, her movements closely attended to the last by the No. 2 Life-boat. The *Emilia* had a crew of 9 men.

Two days later (on the 18th October) two schooners and a brig were observed off the harbour, a "strong gale" from the S.E. blowing, with a "very heavy sea" running. These vessels were the schooner *Anne*, of Montrose, with a crew of 5 men; the schooner *Scotsman*, of Arbroath, 7 men; and the brig *Sif*, of Christiania, 8 men. They were on a lee shore, but with a safe harbour under their lee if they could only get in; the entrance was not very wide, and a heavy sea boiled up on the bar. The Life-boat *Mincing Lane* went down to the bar, and, by signals, showed the best route. So encouraged, the *Anne*, which belonged to the place, bore up, and "took the bar" in safety; the other two vessels, which were strangers, bore up in her wake: the *Scotsman* also got in without mishap, but the Swede kept too far to the south in spite of Life-boat signals, and touched the rocks, but drove over on the top of the next wave without stopping; so escaping, as it were, by the "skin of her teeth," and finally sailed up the river without material damage. The Report states, "the signalling of the Life-boat undoubtedly saved the vessels."

On the 5th December, at 3 A.M., the schooner *Lass o' Doon*, of Montrose, bound from Sunderland to Montrose, got ashore on the Arnat Bank, off this port, in a snowstorm, the wind being at S.S.E. with considerable sea on.

The Life-boat *Roman Governor of Caer Hŷn*, being launched, succeeded in rescuing the crew of 5 men, who were landed soon after 4 in the morning. Later in the day the same boat had again to be launched, and brought ashore 30 men from the same vessel, they having been employed to endeavour to save the vessel, but being obliged to desist from the increasing foul weather, and having no mode of escape from the stranded vessel but by the Life-boat.

**BROUGHTY FERRY, DUNDEE.**—About 2 P.M. on the 18th October, at which time it was blowing a heavy gale from E.S.E., the schooner *Leopold*, of Riga, was observed on the Tay Banks at the mouth of that river. The Life-boat *Mary Hartley*, stationed at Broughty Ferry, was promptly launched, and proceeded down the river in tow of a steam-tug. When a convenient position had been gained the boat cast off from the steamer and pulled in to the broken water, on the banks where the wreck lay. She was successful in saving the whole of the crew, consisting of 6 persons.

About 2 A.M. on the 23rd October the information reached this station that a ship was ashore on the Tay Banks. It was blowing a strong gale from S.E. The Life-boat *Mary Hartley* being quickly launched, pulled out of the river, and descried the brig *Vidar*, of Drammen, ashore in the midst of a heavy sea, her masts gone. The tide being at the time very low, the Life-boat was unable to close the wreck at once on account of there being insufficient water over the intervening shoals. Waiting at the edge of the bank till towards 4 A.M., she then plunged into the broken water and succeeded in getting alongside, and with some difficulty removed from the wreck the whole of the crew of 8 men, who were landed in safety by 6 A.M. The wreck of the *Vidar* soon crumbled to pieces.

**WHITBY.**—On the 18th October, at 5 P.M., during a heavy gale at E.S.E., the barque *Teazer*, of Whitby, whilst endeavouring to enter that port, in tow of a steamer, parted her tow-rope and went ashore on Whitby Sands. The Life-boat *Robert Whitworth* was launched on the catastrophe being observed, and succeeded in rescuing the whole of the crew, consisting of 9 persons.

On the 22nd October, at 3 P.M., signals of distress were observed at this station from the Swedish barque *Svadsfare*, and the Life-boat *Harriott Forteath* having boarded her, the crew were engaged to carry the disabled vessel into port, which, with the Life-boat in company, they succeeded in doing. It was blowing hard at E.S.E. at the time of the launch.

**ARKLOW, IRELAND.**—At 8 o'clock on the morning of October 19th intelligence reached the station of a vessel being on the north end of the Arklow Bank. It was then blowing a moderate gale from the S.E. with very high sea. The Life-boat *Out-Pensioner* was launched, and proceeded to the stranded vessel forthwith. Just as the boat got close to her, however, the distressed vessel, which had been on the bank the greater part of the night, drove off it with the flood-tide, and the Life-boat, at the request of the captain, giving two men to pilot her into Wicklow, made for the shore again, where she was beached at 2.25 P.M. The vessel that experienced this narrow escape was the schooner *Sensitive*, of Boulogne, bound from that port to Wicklow, having a crew of 5 men.

**CAISTER, NORFOLK.**—On the 20th Oct., about 10.30 P.M., it then blowing a moderate gale at S.S.W. with a very heavy sea on, a man swam ashore about a mile north of Winterton Life-boat Station. An overturned ship's boat lay beating about in the surf not far from him. The man was the solitary survivor of 13 who had left the wreck of the barque *Young England*, of Middlesborough, half an hour previously in the now overturned boat. A young Winterton beachman—who, with many others that dark and stormy night, was walking the beach on the look out—observed the boat in the surf, and then the half-drowned sailor on the beach. The first act of the sailor was to state to the young man that when he and his 12 deceased shipmates left the *Young England* 4 men were left on board, owing to the rope which held the boat to her suddenly parting, and, moreover, that the vessel was breaking up. Whereupon, the young man—possibly having had painful experience of the value of time under such circumstances—started off at once, with his face southward, and (to use the words of the report),

"knowing that no boat could get off except the Caister Life-boat, passed by the Winterton Life-boat Station, where there is a medium-sized rowing Life-boat, and never stopped till he had reached Caister Life-boat Station, 6 miles distant, by which time, as may be supposed, he was thoroughly exhausted."

The Caister No. 1 Life-boat is one of the finest of the large sailing Life-boat class, and is 42 feet long. Her crew had been out early in the evening watching the *Young England*, then considered to be in an awkward position, but in no immediate danger, and with no distress-signal flying. The vessel subsequently dragged her anchors northward and passed out of sight of Caister. These men, on the receipt of the intelligence of the wreck, were not long in manning the Life-boat, and by 3.30 A.M. had fallen in with the object of their search, which they found "in the midst of the breakers, with her bow and stern broken off, a complete wreck." The 4 men were still clinging to what was left of their vessel, and were with difficulty hauled through the water to the Life-boat by lines thrown them.

The report of the wreck states that "the shouts, cries, and tears of joy (of the 4 rescued men) on the arrival of the Life-boat exceeded all that that crew had ever witnessed." The Life-boat did not regain the shore with the wrecked seamen till past 8 A.M. on the 21st. The name of the young man who so gallantly plodded on through the storm, with his intelligence, and so preserved the lives of the 4 men who on the crumbling wreck were counting the moments, is JOHN BROWN.

The *Young England* was a barque of 400 tons belonging to Middlesborough, bound from Hanesand to London with a cargo of iron and wood. She carried a crew of 17, all told, of whom 12 perished as above described.

About 7 A.M. on the 3rd November, the same Life-boat launched to the brigantine *Harmston*, of Newcastle-on-Tyne, which vessel was stranded on the Middle Cross Sand off Caister. A gale from the S.S.E. was blowing, with the usual heavy seas on the beach and off-lying banks. The Life-boat having reached off under sail, anchored in a suitable position, and, after many unsuccessful attempts, succeeded in establishing communication with the stranded vessel by a heaving-line. The

vessel had sunk soon after striking, and the crew had secured themselves in the main rigging. They were now, one by one, drawn through the water to the Life-boat, which at 10 P.M. regained the shore with the 7 rescued men who had formed the crew of the *Harmston*. Some of those rescued were severely cut and bruised, and their escape was a narrow one, on account of the severity of the gale and the rapid destruction of the wreck.

At 11.30 P.M. on the 16th November, "flare-up" signals on the Scroby Sand being observed from the Life-boat Station, the No. 2 Life-boat was launched, and on reaching the edge of the shoal observed a fishing smack aground, surrounded by the breakers. The crew were in the act of making a desperate attempt to escape in their own boat when the Life-boat was observed, and her services gladly accepted. Having rescued the crew, consisting of 6 men, the Life-boat lay off the sand till the tide rose, when the sea beat the smack over into deep water. The Life-boatmen then boarded the smack again, and, though she was leaking badly and waterlogged, succeeded in bringing her into Yarmouth Harbour by 1 P.M. on the 17th. The wind was moderate during the night, but there was a considerable swell, resulting from a previous gale.

At 2 P.M. on 21st November, the same Life-boat was launched to the disabled Norwegian brig *Brodrænes Haab*, of Tönsberg, which vessel exhibited signals of distress, it blowing hard at the time from the N.N.E. At the request of the master the Life-boatmen boarded the vessel, and, aided by her own crew of 6 persons, brought her safely into port.

**HOLY ISLAND.**—On the 20th October, during a gale from the E.S.E., the steamer *Britannia*, of Leith, was wrecked on "The Ridge," close to the bar of Holy Island Harbour.

The *Britannia* had on board a number of passengers, and was bound from Leith to Newcastle. Finding the gale too strong to steam against, the captain bore up for Holy Island, and had nearly made good his entrance to the harbour when a heavy sea struck the stern of the steamer, and, slewing her out of her course, caused her to strike on rocks under the Castle Point.

The Life-boat *Grace Darling* was at once launched and proceeded to the wreck,



from which she removed 17 persons, mostly women and children. Some fishing vessels also made their way off to the lee of the wreck, and before long 78 passengers had been landed in safety. The captain of the *Britannia*, relieved thus of the care of his passengers, used every endeavour to save his ship, but to no purpose; and at about 3 P.M., the vessel beginning to break up, and the sea having greatly increased with the flowing tide, the boats all washed away, and the holds and stokehole full of water, the Life-boat was again called into requisition, and after three attempts she managed to embark the crew, 18 in number. The vessel was then finally abandoned.

SEATON CAREW, DURHAM.—On the 20th October, at 11.30 A.M., the Russian brigantine *Porthan*, of Åland, bound from Oruskjoldsrik to Antwerp, being waterlogged, and in danger of foundering at her anchors outside the entrance of the River Tees, slipped her cables and bore up for the land north of the river. She struck the ground a long way off shore, the tide being out, and a hard gale at S.E. setting up a heavy sea on the beach. The vessel began to break up soon after striking. The Seaton Carew Life-boat *Job Hindley* had been taken to the beach on first observing the brigantine slip her cables, and was now launched, with some difficulty, owing to the heavy surf on the shore, and after a hard row succeeded in removing from the wreck the crew of 9 men. The Life-boat's crew are reported as having "behaved nobly" on this occasion.

This Life-boat again did excellent service on the 21st October. Soon after dark on that day the schooner *Auld Reekie*, bound from Middlesborough to Barcelona with pitch, got ashore on the North Gare, at the entrance of the River Tees. It was blowing hard, with a considerable sea, from the S.E. The *Auld Reekie* burnt tar-barrels to show her distressed condition, which signal was observed from the Life-boat Station at Seaton Carew, which is a few miles north of the Tees. That station telegraphed to the Middlesborough Station, which, being to windward, and able to approach close to the wreck while still in the smooth water of the Tees, appeared to have the best chance of rendering assistance. At the same time the Seaton Carew Life-boat herself was started out along

the beach, and conveyed by horses 2 miles farther to windward, and launched off the open shore. Before this was accomplished, however, the lights from the distressed vessel had wholly disappeared.

The Middlesborough Life-boat's crew, on the receipt of the telegram, proceeded down the river with the Life-boat *Crossley*, and, having communicated with the light-house keepers near the entrance of the Tees and heard no tidings of the wreck, rowed back again, and hauled their boat up.

The Seaton Carew boat's crew also, after pulling about outside for two hours, and seeing nothing, returned to their station, supposing that either the vessel had foundered, or that the Middlesborough Life-boat had rescued the crew. Before midnight both boats and crews were safely bestowed for the night. Fortunately some of the Seaton Carew men, not feeling entirely reassured, kept a watch. At 3 A.M. (Oct. 22nd) the moon got up: some keen-eyed watcher caught sight of the masts of a vessel rising apparently out of the black water, and showing faintly against the now moonlit, stormy sky. The alarm was promptly given, and the farmer's horses once more attached to the Seaton Carew Life-boat carriage. That boat was then taken along the sands as before, and, at 3 A.M., for the second time launched off the beach. The masts of the wreck were hailed after nearly an hour's hard rowing; a feeble answer was returned; then the Life-boat closed, and her crew had the great satisfaction of removing from the mizen rigging of the *Auld Reekie* 8 poor fellows who had been in that position for eight hours, their vessel having foundered, and so extinguished their tar-barrel, at 7 P.M. The rescue was indeed timely, as the men saved were nearly in the last stage of exhaustion when the Life-boat appeared.

PETERHEAD.—At 9.50 A.M. on the 22nd October, the Life-boat of this Station, the *People's Journal*, No. 1, was launched for the purpose of saving the crew of the barque *Hyack*, of Langesund in Norway, which was wrecked north of Ratray Head, a hard easterly gale blowing at the time. The Life-boat did not succeed in reaching the stranded vessel, however, till the crew had been saved by the coastguard with the rocket apparatus. After dark on the

same day, the Danish smack *Nathalie Jacobine*, of Nibe, Jutland, drove ashore near the entrance of the South Harbour, while attempting to enter it. The Life-boat was promptly urged to the spot, and succeeded in saving the crew of 4 men.

GREAT YARMOUTH.—On the evening of the 23rd October, the Life-boat *Abraham Thomas* was launched, through a heavy surf, to the rescue of the crew of the schooner *Saucy Jack*, of Yarmouth, which vessel parted from her anchors, from the violence of the south-east gale, and drove ashore on Yarmouth beach. She carried a crew of 4 men, who were safely landed, 3 by the Life-boat, and 1 by the rocket apparatus, the vessel herself becoming a total wreck. She was bound from Yarmouth to Newcastle.

SUNDERLAND.—About 1.30 A.M. of the 23rd October, the night being stormy and peculiarly dark, the wind at east (dead on shore), the lights of a vessel on the Beacon Rocks, Roker, to the north of the entrance to Sunderland Harbour, were observed from the No. 1 Life-boat Station, and the crew of the Life-boat *Good Templar* proceeded to launch their boat. A dangerous surf was rolling up on the exposed beach, and the boat was three times cast up on it, broadside on. At length the determined efforts of the crew were crowned with success, and the Life-boat got fairly off into deep water, and was not long in making its way to the distressed vessel, which proved to be the screw-steamer *Altona*, of Hamburg, bound from that port to Sunderland. The rocks on which the vessel struck had quickly penetrated her bottom, and she then fell over, with her decks to seaward, the seas frequently sweeping her from stern to stem. With great gallantry, and much difficulty and danger, the Life-boatmen succeeded in removing from the wreck her crew of 14 men. They were surrounded by rocks, however, and in the darkness came into collision with one that ripped the bottom up, and with considerable difficulty, from her water-logged condition, the boat regained the shore with the rescued men. Of course a boat unprovided with independent cellular compartments would under such circumstances have been incapable of floating so many men (27) as the *Good Templar* had on board, and many must

have perished. As it was, the peril encountered by all was great, and the Life-boat's crew deserved praise for their conduct throughout the whole affair, which was suitably recognised by the Institution in the way of a double reward.

BRANCASTER, NORFOLK.—The Life-boat *Joseph and Mary* was launched from this station, at 8.30 A.M. on the 24th October, to go to the assistance of the brig *Cuba*, of Abo, bound from that port to London, having a crew of 8 men. The vessel had gone on shore on the Burham Flats, and was striking heavily in a considerable sea, the result of a previous gale. Considering their vessel lost, the crew were ready to jump into the boat when she approached. The Life-boat's crew, however, having a better acquaintance with the locality, thought differently, as the weather was improving, and encouraged the crew to remain by their ship; and finally, by their advice and assistance, the vessel was driven off the bank into deep water, and though leaking badly, carried safely into King's Lynn.

NEW ROMNEY.—At 10 P.M. on the 27th October, in reply to signals of distress, the Life-boat *Dr. Hatton* was launched from this station, and proceeded through a heavy sea and fresh breeze at S.E. to the assistance of the barque *Atlantic*, of Grimstad, which, through mistaking certain lights, had gone ashore in Romney Bay while on a voyage from Flushing to the West Indies. The Life-boat reached the stranded vessel as the crew—11 in number—were in the act of abandoning her, but, re-encouraged by her presence, they returned on board, the Life-boat remaining by them till her services were no longer required.

SELSEY.—On the 14th November, during a heavy westerly gale, the schooner *Henrietta*, of Truro, which was at anchor in a dangerous position off the Selsey Rocks, hoisted signals of distress, and the Life-boat *Four Sisters* was launched to render aid; but, the tide and gale being against her, she had to return, after a hard struggle, and wait till the tide turned at 10 P.M., when a second attempt was made; and shortly before midnight the distressed vessel was boarded, and found to have sustained damage aloft, and

to be riding heavily with three anchors down. The vessel was afterwards got under weigh and carried safely into Shoreham Harbour.

CARDIGAN.—On the 19th November the Life-boat *John Stuart* was launched at 6 A.M., and proceeded to the schooner *Johanna Antoinette*, of Gravenhage, Holland, which vessel had become a wreck on Cardigan Bar during the night. A "terrific gale" was blowing from the W.S.W., and the crew, for the most part new hands, and with a new coxswain (in consequence of the recent withdrawal of the Coastguard), had a most perilous task to accomplish, the ebb tide from the river making out over the bar against the ocean swell and producing a tremendous sea. After one hour and twenty minutes' hard struggle a position to windward of the wreck was reached, and the crew, being in readiness, jumped into the Life-boat as she dropped past them through the breakers. All the crew of 5 men thus on board, the Life-boat bore away for the river, which she entered in safety, and landed about 8.30 at St. Dogmell's. This rescue was daring in conception, and highly creditable to the Life-boatmen from the gallant and determined manner in which it was carried into effect. Much highly meritorious service had also been performed by this Life-boat during the many years she had been under the charge of the Coastguardmen and mainly manned by them.

HUNSTANTON.—On the 14th November the Life-boat *Licensed Victualler* was launched to rescue a boy who had been left on board the smack *Mermaid*, of Grimsby, which vessel had parted from her cables while in charge of the boy and grounded 200 yards from the beach in a very rough, broken sea, while blowing hard at N.N.E. But after a vain attempt (on account of the shallowness of the water), the Life-boat had to return to the shore, and the crew, forming a "hand-to-hand" line from the beach, as far as that was possible, the end men swam the remaining distance and brought the boy safely ashore. This was at 7 P.M., long after dark.

Also on the 22nd November, at 3 P.M., in reply to her signals of distress, this Life-boat boarded the Russian barque *Caseo*, of Bargo, which vessel was aground

on the South Sand, it blowing hard from the N.E., with considerable sea. At the request of the captain the Life-boatmen boarded the vessel, which by their local knowledge and assistance was got off the sand and carried into port. The *Caseo* carried a crew of 15 men.

This Life-boat was also afloat all the night of the 25th November, in consequence of distress signals being exhibited from the lightship, from which it was subsequently ascertained that the vessel which had required aid had got off the bank at 10 P.M. after the distress signals were shown. It was blowing hard from the N.E. on this occasion.

NORTH BERWICK.—Information having been received at this station about 9 A.M. on the 30th November, at which time it was blowing a gale from the N.E., accompanied by snow squalls, that a vessel had been wrecked on the Fidra Island, 3 miles north of Berwick, the Life-boat *Freemason* was launched, and succeeded in reaching the island, when it was found that the wreck was the sloop *Lauton* of Arbroath, from that place bound to Newcastle, which had struck at 2 A.M. in a snow squall. One of the crew had perished, and the remaining 2 men, after great exposure, were thus rescued by the Life-boat and brought ashore.

PADSTOW.—At 6.30 P.M. on the 6th November, information was received at this Life-boat Station of a vessel being stranded on the Doom bar. The Life-boat *Albert Edward* proceeded to her assistance, and was successful in rescuing 4 men who had been left on board by the rest of the crew. The vessel was the French brig *Marie Josephine*, of Cherbourg, bound from Swansea to Caen. A gale was blowing from the N.W., and the wreck occurred in consequence of an attempt to enter the harbour at a wrong state of tide.

APPLEDORE.—The brigantine *Waterloo*, of Cork, bound from that place to Bristol, was stranded on the Northam Sands at 2 A.M. on the 6th November. A fresh gale from W.N.W. was blowing at the time. The *Waterloo*, having no means of making a signal of distress, remained unobserved till daylight. As soon as she was seen the Life-boat *Hope* was got ready,

and at 7.45 A.M. launched to the assistance of the distressed crew. By her means all on board, consisting of 6 men and the master's wife, were rescued, the latter being in a very exhausted state.

**KINGSDOWNE.**—At 2 A.M. on the 11th November, the Life-boat *Sabrina* launched, during a strong gale at S.W. and proceeded to the assistance of the brig *Wish*, of Plymouth, which was ashore near Old Stairs Bay. The *Wish* was found to be leaking, and with 3 feet of water in her hold. The Life-boatmen kept her free of water, subsequently assisted by men from a smack, till daylight, when a steam-tug came to their assistance, and between them the damaged vessel was got afloat and carried into Ramsgate Harbour.

**NORTH DEAL.**—At midnight on the 13th November, it then blowing a hard gale from W.S.W., signals indicating that a vessel was in distress were exhibited from the Gull Lightship, and the North Deal Life-boat *Van Kook* launched forthwith. She proceeded under sail towards the Goodwin Sands, but being unable to discover the wreck, and no more lights being shown, she came to an anchor till daylight in the Downs. As soon as it was daylight she weighed and proceeded to the Brake Sand, where she found the barque *Monte Carmelo*, of Malta, aground, with signals of distress flying. Having boarded this vessel, the Life-boat crew succeeded in running out a hawser to a steam-tug, by whose aid she was got off and carried into port. The Life-boat then proceeded to the schooner *Josie*, of New York, which was also ashore with distress signals flying, and the master having engaged the service of the Life-boat crew to get his vessel afloat, they were fortunately enabled to do so, the schooner not having received material damage. The crews of the two vessels numbered 21 persons.

**BROADSTAIRS.**—At midnight on the 13th, in reply to signals from the Gull Lightship, the Life-boat *Samuel Morrison Collins* was launched, in a strong breeze at W.S.W., and proceeded under sail to the assistance of the barque *Fleetwing*, of Newcastle, bound from Shields to Lisbon, which vessel had received considerable damage while in collision with the Gull Lightship, and was drifting to the east-

ward, having lost both her anchors. The Life-boat having boarded the *Fleetwing*, she ultimately secured the services of a steam-tug, by whose assistance she was carried, with 9 of her crew, into port.

Whilst the Broadstairs Life-boat was thus engaged, the Ramsgate Life-boat and steam-tug also arrived, but their services were not needed.

**SWANSEA.**—At half an hour after midnight on the 14th November, in reply to signals of distress shown from the schooner *Ellen Beatrice*, of Aberystwith, bound from Swansea to Dover, the Life-boat *Wolverhampton* launched from its station, and proceeded to render assistance.

A strong gale was blowing at W.N.W., and the schooner had been dragging her anchors. The vessel had also lost both spars and canvas; and the master, in expectation of his vessel becoming a wreck, requested the Life-boat to stay by him, which she did till the danger was past by the gale moderating.

**FISHGUARD.**—About noon of the 14th of November, during a terrible gale from the N.E., signals of distress were hoisted on board vessels at anchor in Fishguard Roads. The No. 1 Life-boat, *Sir Edward Perrott*, was at once launched; but before she could reach the anchorage the schooner *Elinor and Mary*, of Milford, had parted her cables and driven among the breakers of the Goodwick Sands, the sea immediately sweeping the vessel fore and aft. The crew, 3 in number, were rescued with difficulty by the Life-boat. Scarcely had this crew been landed when the Life-boat was required to perform a similar service for the crew of the *Laura*, a smack belonging to Carnarvon; and at 1 o'clock the schooner *Independence* parted her cables and drove on to the sands, the vessel instantly filling and the crew taking refuge in the rigging. These men were, one by one, taken from the rigging, and all safely landed by the Life-boat, which had then, for the fourth time, to make her way off and remove the crew of the *Princess Royal*, of Cardigan, also stranded and the crew lashed in the rigging to avoid being swept off by the seas which broke over their vessel.

Sixteen lives were thus saved by the *Sir Edward Perrott*, and the Institution marked its sense of the services rendered by add-

ing a bar to the medal of the coxswain, JAMES WHITE, Chief Boatman of Coastguard, and a Vote of Thanks on vellum, and letter of thanks, to Mr. J. G. ANNAL, Chief Officer of Coastguard, and the Rev. J. WILLIAMS, respectively, for their valuable aid and co-operation. An additional money reward was also voted to the crew.

WEXFORD.—At 10.30 A.M. on the 14th November, the brigantine *Emily Raymond*, of St. John's, N.B., then aground on the North Bar, Wexford Harbour, exhibited signals of distress. A gale was blowing from the N.W. at the time, with a very bad sea on. The Life-boat *Civil Service*, stationed at Rosslare, at the mouth of Wexford Harbour, proceeded to her assistance, and succeeded in landing from her the whole of the crew, consisting of 9 persons.

CLEETHORPES.—On the 20th November, just before dark, in reply to signals of distress, the Life-boat *Manchester Unity* was launched to the assistance of the Danish schooner *Fortuna*, of Nykjöbing, bound from that port to Stockton, and carrying a crew of 5 men. The *Fortuna* had lost an anchor, spars, and sails, and was in a dangerous position, while the crew were exhausted by cold and overwork. At the request of the master, the Life-boatmen went on board and worked the ship until the following day, when the services of a steam-tug were procured, which carried her safely into port. It was blowing a moderate gale from the N.E. at the time of this service.

YOUGHAL.—On the 30th October, at 3 P.M., the schooner *Gleaner*, of Milford, was wrecked beneath Clay Castle, near the entrance of Youghal Harbour. It was blowing a heavy gale at S. The Life-boat *William Beckett of Leeds* was launched at 3.45, and succeeded in reaching the wreck, which, to the great disappointment of the Life-boat's crew, they found deserted; the crew having taken to their own boat, which was almost immediately capsized, and all perished.

HORNSEA.—A gallant attempt was made by this Life-boat, the *Ellen and Margaret of Settle*, on the 20th November, to rescue the crew of the schooner *Rapid*, of Boston. In consequence of information from the

Coastguard Station near the wreck, the Life-boat was launched at 2.15 P.M., and at 3.45 P.M. reached a position near the wreck, having come over 7 miles in a hard N.E. gale, only to notice a signal from the Coastguard Station that they were too late, as the solitary man who had been clinging to her had been seen to drop into the water and perish. The conduct and labour of the Life-boatmen were none the less creditable, as, owing to the heavy surf on the beach, the boat had been twice thrown back on it, and had to be remounted on her carriage for the next attempt. No work is so trying as this working in the water in bitterly cold weather with a large boat to handle, and the beach or sand yielding under the feet; and the Hornsea men deserve full credit for their persistent though unsuccessful efforts.

ST. ANDREW'S.—October 20th, at 5 P.M. The schooner *Fantée*, of Hamburg, bound from that port to Shields, was wrecked on the Tay Bank, 8 miles to leeward of St. Andrew's. It was blowing a gale from the S.E. with, as usual under such circumstances, heavy breakers on the bank. The Life-boat *Ladies' Own* was launched from St. Andrew's, and, running to leeward under sail, with the intention of ultimately boarding the wreck, got close enough to her to ascertain that help was being afforded from the River Tay Life-boat and steam-tug, which were able to operate from the side of the bank, with less danger to themselves. They thereupon hauled to the wind and beat back again to her station. The gallant intention of this Life-boat's crew, and the skill exhibited in the management of their boat, reflect great credit on them.

SEASCALE.—On the 26th October, at 9.30 A.M., the Life-boat *William Tomlinson* was launched to the assistance of the schooner *Elizabeth*, of Carlisle, which had driven ashore near Seascale, a heavy sea breaking on the beach and it blowing hard at S.S.W. The *Elizabeth* was bound from Port Dinorwin to Silloth with a cargo of slates. The Life-boat, after a smart row, succeeded in boarding the wreck, and at 1.30 P.M. returned ashore with the crew of 3 men.

TEIGNMOUTH.—On the 6th December,

after dark, several of the fishing vessels of the port being known to be off it, and expected to take the bar of the river under somewhat trying circumstances, the Life-boat *China* was held in readiness. It was blowing a fresh breeze at E.N.E. with a rough sea on the bar at 8 p.m., when a fishing boat, whilst entering the river, was struck by a sea and capsized. The Life-boat was launched as speedily as possible, and succeeded in rescuing 2 of the crew. Two were, unhappily, drowned before the Life-boat reached the scene of the accident.

RAMSEY.—On the 24th December, at 9 a.m., the smack *Thistle*, of Castletown, bound from Ramsey to Castletown, having parted her principal cables and sprung a leak, hoisted signals of distress. It was blowing a heavy gale at S.W., and the Life-boat *Two Sisters* at once launched, and, standing off under sail, succeeded in rescuing the crew of 3 men from the *Thistle*.

BUDE.—On the 31st December the Life-boat *Elizabeth Moore Garden* was launched, and proceeded to the assistance of the smack *Mirre*, stranded on the rocks under Summerlies Point. A heavy ground sea had set in after the *Mirre* grounded, which made the task of getting the vessel afloat again very difficult. She struck the beach after she had been got off the rocks, and was in a most precarious position, when the Life-boat ran a line through the surf to her, by which means she was got afloat again and safely into the river.

On the 21st December, at 6 a.m., the brig *Island Belle*, of Guernsey, bound from Wilmington to Bristol, drove ashore near the entrance to this harbour. It was at the time blowing hard from the westward, with a heavy sea running. The Bude Life-boat was again launched, and succeeded in saving the whole crew of 6 persons.

PENMON.—On the 31st December, at 3 p.m., the Life-boat *Christopher Brown* was launched during a S.W. gale, and proceeded to the smack *Crane*, of Beaumaris, which vessel was at anchor in a dangerous position with a signal of distress flying. The Life-boat's crew having boarded the vessel, got her under weigh, and, having sailed her to a place of safety, left her secure for the night at 6 p.m.

BRIGHTON and NEWHAVEN.—At noon on the 14th November the barque *Broughton*, of Liverpool, bound from Shields to Valparaiso, was observed drifting towards the land east of Brighton, during a heavy gale from the W.S.W. The *Broughton* had lost her mizen-mast, and had nearly all her canvas blown away; she had also a heavy list, from the cargo having shifted; altogether, she was in a most dangerous position, and hoisted signals of distress. The London Sunday-Schools' Life-boat *Robert Raikes* was launched off the beach with some difficulty, owing to the heavy surf, and stretched off to the disabled vessel, under sail. The *Broughton* in the meantime had come to an anchor, and, unfortunately, the Life-boat, miscalculating her drift, rounded to under the stern at such a distance that the heaving grapnels could not reach the vessel. As a necessary consequence, the Life-boat was swept astern by the gale, and, after a fruitless effort to row up against it, had to bear up for Newhaven.

As soon as the tide served for crossing the bar the Newhaven Life-boat *Elizabeth Boys* put to sea—this was at 8 p.m.—and, having rowed a mile westward, was taken in tow by the tug *Victoria*, and towed to the disabled barque, which she boarded. In the meantime the wind shifted off the land, the gale moderated, and the *Broughton* rode to her anchors till finer weather enabled a steam-tug to convey her into port.

SKEGNESS.—At 4.30 a.m. on the 5th December the barge *Star*, of Colchester, bound from Hull to Poole, was driven ashore at Winthorpe Gap, on the Lincolnshire coast, during a fresh gale at E., with snow falling heavily. The Life-boat *Henry Ingram* was conveyed a distance of 2 miles by horses, and at 6 a.m. launched through a considerable surf, the wind being dead on to a very exposed beach. Shortly before daylight the stranded vessel was reached: she was surrounded by broken water a few hundred yards from the beach, and some difficulty was experienced in getting the crew out. After the rest of the men had been hauled on board the Life-boat, the master fell overboard, and being without a life-belt, and in imminent danger of being swept away, SAMUEL MOODY, fisherman, and GEORGE CHESNUTT, Coastguard-

man, leaped into the sea from the Life-boat, and, having their life-belts on, were able to support him and bring him to the side of the Life-boat, in which position the three men held on to the outside life-lines and were towed ashore, as it was found im-

possible to get them on board. Fortunately, the Life-boat had only a few hundred yards to go when she drove ashore on the beach to leeward of the wreck. The whole crew of the *Star*, consisting of 3 men, were thus saved.

### COMMUNICATION BY ELECTRIC TELEGRAPH AND SIGNALS ON THE COAST.

By the wreck of the *Deutschland*, the question of better means of communication between outlying stations on the coasts of the United Kingdom and internal bases of supply, has received one more little jog forward into its inevitable ultimate position of permanent national importance.

For any time during the last twenty years, those whose life led them to an intimate knowledge of the wants and hardships of maritime trade, and whose natural thoughtfulness also led them to consider any apparently feasible method of ameliorating those conditions, have advocated the establishment of a sound system of day and night signals from all outlying lighthouses, lightships, and coast-guard stations, and the laying down of telegraphic cables to many of the most prominent stations.

We have now—have had for at least twenty years—every form of life-saving apparatus fairly worked and organised, under Government or private supervision; and it is not likely that in the immediate future any remarkable improvements will be made in either Life-boat, Rocket Apparatus, or other means of saving life from shipwreck. Of all the thousand ingenious contrivances in the shape of Life-boats and life-rafts, which have been before the public since 1851, not one has retained a permanent hold for general work on the coast except the Northumberland prize self-righting Life-boat: while the rocket apparatus, which has achieved so much of late years, was in existence, in all its essential peculiarities, at the beginning of the century. Increased attention and experience have resulted in a more efficient manner of working both Life-boat and rocket apparatus, but in means of communication along our coast we are considerably worse off than our grandfathers were.

In the eighteenth century the requirements of a maritime country in time of war obliged the Government to establish a complete system of signals and signal stations all round our coasts. At the conclusion of the great war with France that system was in full force, and at that time the movements of every vessel, friend or foe, were telegraphed from headland to headland, or on to large towns, or the metropolis, with a facility which contributed in an important degree to the security of the country. This Government telegraph system was also available for summoning such aids as then existed for the preservation of life from shipwreck. Accounts of wrecks at the beginning of what may be called the Life-boat era all tend to show that the system of coast telegraphy then in existence played an important part in most notable Life-boat and other rescues from shipwreck.

With the long peace the need for information on the part of the Government as to the movements of its own or other ships became less urgent, though the coast system of signals maintained a precarious existence for many years to assist the Coastguard in protecting the revenue. As smuggling decreased, the Coastguardmen were reduced in number, and the chain of signallers became broken into gaps which widened year by year. The final blow was given by railways and electricity, and the old line of semaphores between Portsmouth and the Admiralty, and elsewhere, and from headland to headland, finally disappeared. But while the Government, by the help of modern invention, enormously increased its facilities of communication with the great dockyards and arsenals, it, conceiving itself to be in no way concerned (we suppose) with the safety of merchant ships or saving life, failed to supply a substitute for the old semaphore system along the coast line;

and year by year the evil has increased from the reduction of the Coastguard, and the consequent lengthening of the interval on lines of coasts in which watch has ceased to be kept. The result is that during the last twenty-five years, and up to the present time, there has been greater difficulty in communicating along the coast, and summoning aid to distressed vessels at all out-of-the-way parts of the coast, than existed at the end of the last century.

The First Lord of the Admiralty, or the President of the Board of Trade, can converse at leisure with Plymouth, Deal, Leith, or Liverpool, but the Eddystone has no means of letting the authorities at Plymouth know that a ship is slowly foundering before the eyes of the keepers, though the two points are in sight of each other. The light-keepers at the Bishop have no means of telling the people at St. Mary's that a ship full of passengers is slowly but surely tearing to pieces on the Retarrier reef: and the hundreds of vessels which yearly are in deadly peril on the Goodwins, the Kentish Knock, the Norfolk Sands, and elsewhere, have no means of summoning prompt aid from the land, though they are only a few miles distant from it.

In out-of-the-way parts of the coast the evil is far greater, and for hundreds of miles there is no means by which a Coast-guardman or beachman can send intelligence to life-saving stations or harbours, where assistance could be procured.

The number of vessels of which information reaches the NATIONAL LIFE-BOAT INSTITUTION, which might have been saved had there been any means by which those who first observed the distressed vessel could have signalled for aid, is considerable; the number of those which do not come under the cognisance of this Society must necessarily be far greater; while in those instances where life has been saved, in the majority of cases the rescued persons have undergone great misery from long hours of exposure, which would certainly have been obviated had any system for signalling along the coast existed. It is true that in the cases of the Goodwin and Norfolk Sands, recently, the light-ships have been directed to fire guns and rockets when they see a vessel in distress, which signals are so understood by the beachmen when they see or hear them;

but besides the radical defect that such general warnings convey no intelligence as to whether the vessel is in such deadly peril that she has a moral right to call on all good men to risk their lives to save her crew, or simply (as is just as often the case) has dragged her anchors into shallower water, or is leaking a little more than usual, there is also the fact that guns can never be counted on for being heard in a gale of wind: they give no sufficient information as to the position of the wreck or the nature of the help required. While the rockets, good in themselves as a danger signal, have become utterly unreliable, viewed as signals for men to risk their lives, in consequence of their being permitted to be used by all sorts of persons for all sorts of purposes.

The *Northfleet* displays any number of rockets, in the hope that aid from Life-boat stations, Coastguard stations, and ships which surround her on all sides, will promptly be sent. Her despairing efforts are viewed from all sides with indifference, as conveying no precise meaning, and the few saved out of the hundreds on board owe their escape to the approach of a cutter, which comes to offer a pilot!

The *Schiller*, for many hours rolling to and fro on the reef, in the long Atlantic swell, as the rocks bore their way through her bottom, fires both rockets and guns; the former are obscured by the fog, and the boom of the latter passes unheeded by the listeners, as an every-day and unmeaning occurrence. While the light-keepers, who in the morning behold the poor people clinging to the remnants of their wreck, have no means of calling aid which, in full readiness to act, is close at hand, could they but be warned.

A hundred minor cases of similar import, which do not happen to draw public attention, occur; and then comes another great scandal, and the word *Deutschland* becomes another smirch on our national system of maritime supervision.

Had a telegraph cable been laid between the lightship and the shore, help, both by steam and Life-boat, could have been sent to the *Deutschland* by noon of the day of the wreck, and, failing the telegraph, a proper system of ordinary signalling would have brought aid long before the time when the loss of life began.

At the official investigation of the circumstances attending the wrecks of the



*Schiller* and *Deutschland*, attention was called in various ways to this question of putting outlying stations in telegraphic communication with the mainland. On the former occasion, the objections urged by the representatives of the Government were the mechanical difficulties; on the other occasion we were simply informed that difficulties did exist which had, up to the present time, been found insuperable.

We do not know what these obstacles are; but it may fairly be conceded that those whose duty it has been to enter into the details of any general scheme may have detected scientific and other objections not generally known. But the three objections commonly advanced—the undesirableness of introducing into light-houses and ships anything to distract the attention of the light-keepers; the danger to be apprehended from lightning, from the presence of electric machinery; and the danger to the electric cable from the action of the waves at such exposed positions, are manifestly not of sufficient importance to justify their being advanced as serious obstacles, when once the Government or the public have become convinced that electric telegraphs in such positions are necessary.

There can be no doubt that sooner or later, if lightships and lighthouses are found to be hopelessly unsuitable for telegraph stations, special vessels and special houses, placed as near as possible to the said lightships and houses, for the sole purposes of forming telegraph and signal stations, must be established. Whether this necessity will arise on the part of the Government from the exigencies of a maritime war, or whether such an event will be so long postponed that the need will be previously recognised by the public and shipowners as an essential element in the conditions of maritime trade and public safety, remains to be proved. The expense, and the sort of doubt as to who are the persons responsible for the performance of the undertaking, may, as we suppose, prolong the time for the carrying out of such a project some year or two more; but we cannot see why proper day and night signals, by flags, semaphores, and various pyrotechnic lights, should not be at once arranged for; and we think that every headland known to be in a position to transmit in-

telligence of disasters on the coasts and off it, together with certain lightships, should be so provided, together with an organised staff of competent signalmen and watchers.

As for the question of a night danger-signal to be exhibited by vessels in distress, we sincerely trust that the few words of the captain of the steam-tug *Liverpool*, relative to his reasons for not taking his vessel out to the wreck of the *Deutschland*—in which he points out that the mere fact of rockets being thrown up by no means proves that a vessel was in peril—have not been altogether lost sight of either by the Government or the public. Few points are more important in our arrangements for adding to the security of the mariner than this of the night distress-signal. The present arrangement has certainly not yet given general confidence. When the rocket-gun and flare-up were reserved by Board of Trade Regulations, sanctioned by Act of Parliament, for the occasion of a ship being in deadly peril, it was indispensable for the security of those who henceforward had to be guided by these signals that the provisions of the regulations should be carried out rigorously. They have not been so carried out, and the universal complaint of beachmen, fishermen, and life-boatmen, concurred in, we believe, by the Coastguard, is that there is as great doubt at the present moment whether certain signals mean that a ship is in great danger, or that she simply wishes to communicate for purposes of convenience, as there ever was.

This is a most unfortunate fact. In moderate gales, that is, in ordinary bad weather, the effect of this state of feeling is that numerous Life-boats, salvage-boats, and steam-tugs go out on different parts of the coast, when not really required, because they *may* be wanted, though the case does seem doubtful: but putting aside as comparatively unimportant the waste of money involved in such fruitless expeditions, every boatman who has so gone off to no purpose returns with an additional seed of distrustfulness of "danger-signals" implanted in his mind, which seed inevitably bears fruit when the moderate gale becomes a hurricane, and the ordinary south-wester, with its warm drizzling showers, has given place to the bitter north-easter, hail and snow. Such experiences un-

doubtedly did bear fruit when the *Deutschland* was wrecked, and do so constantly in scores of wrecks, whose crews endure long nights of waiting in vain for succour, till they perish one by one, and of whom no one survives to tell us the story.

The beachmen, the fishermen, and the Coastguard, who man our Life-boats and other boats, and throughout the greater part of our coasts are *rarely known to fail* when it is absolutely certain that the crew of a wreck is in real peril, are the last men to whom to impute a shadow of blame for this. The fact in itself is not creditable to a great maritime state; and the certainty that such a state of things must produce again and again similar disaster, indeed is producing them in different shapes and degrees day after day at the present time, is neither comforting, we should suppose, to a British public smarting under the pain and discredit of the notable disasters at sea of recent years, nor reassuring to those foreign states whose ships frequent British ports, and whose subjects are supposed to have suffered from British maladministration of maritime affairs.

While the foregoing has been preparing for the press, two cases have occurred which are apt types of hundreds of others on the records of this Institution, and which will give greater force to our remarks.

The first case is that of the wreck of a foreign barque on the Shipwash, during the night of the 6th of January. The Shipwash is a bank 8 miles from the land, the nearest large port to it being Harwich, from which its southern end is distant 10 miles. This wreck was discovered by several smacks soon after 7 in the morning of the 7th of January. The news was in possession of the Coastguard and others at Walton, Harwich, and Aldborough before 10 A.M. that day, but the crew were not taken off the wreck till after daylight on the following morning—after they had been more than twenty-four hours exposed to all the horrors of a pitiless easterly gale, and the momentary expectation of being either swept off the wreck by the sea, or the vessel itself breaking up beneath their feet.

So ill adapted is our system of sending information along the coast, however great

the emergency, that the news did not reach Ramsgate till the morning of the 8th, and the Ramsgate Steam-tug and Life-boat actually started on a most gallant, but unnecessary expedition to rescue the crew of the wreck, at the time they were being taken off by the tug from Harwich! The Ramsgate men were thus needlessly exposed for fourteen hours in a storm, with the cold so intense that the salt water froze as it fell in showers over the bows of the Life-boat.

It is also significant, that the Aldborough Life-boat's crew declined to launch their boat (they being 15 miles from the wreck), mainly because there were no sure grounds for concluding that the crew were still on board it; information which could certainly have been conveyed by the Shipwash Lightship, had it had an electric-wire communication with the shore; or, failing that, by properly-arranged "distant signals" visible to the eye.

At the same time, it is manifest that had the information been telegraphed from the point which it actually did reach so early as 10 A.M., either to the Admiralty or the Board of Trade, or any other public department, assistance could with ease have been sent to the wreck by orders from London, not on the forenoon the day *after* the wreck, but before noon the day *of* the wreck.

Had this vessel carried a lot of helpless passengers, instead of nine hardy seamen, the story of the *Deutschland* would inevitably have been repeated, and with a far greater national discredit.

The other recent case to which we invite attention is that of the steamer *Vesper*, of Hartlepool, lost on the Kish Bank, 4 miles south of the Kish Lightship, on the morning of the 13th January. The weather is reported as a "fresh breeze, with a heavy swell." The crew of this wreck, which struck the bank at 5 A.M., though only 4 miles from the lightship (which saw them), 7 miles from Kingstown, and less than 6 from the Coastguard station at Dalkey, received neither assistance nor attempted assistance, nor did the lightship pass the news on to the shore until 10 A.M., when a boatman at Kingstown saw masts sticking out of the water on the Kish Bank, with signals of distress flying from them. Promptly enough then the Life-boat was launched, and, towed by H.M.'s steam tender *Amelia*,

proceeded to the wreck, only to find, however, that on the steamer sinking, the crew had taken to their own boats, and being unburdened with passengers, and the weather being moderate, all escaped to the land.

What a reproach to our system, that the lightship should have had no means of signalling for assistance when it was first wanted, and no means afterwards of hoisting the signal that the lives were saved!

Certainly, if it had been blowing anything like a gale, the whole of the crew of the *Vesper* would have perished for the want of the lightship having proper means of communication.

It is manifest that a scheme for connecting all important points of observation by electric telegraph, with what may be termed "assistance dépôts," could not be completed without considerable delay, great consideration, and a vast outlay. We may, in fact, conclude that this part of the work, even after the necessity has been fully recognised, and the project actually entered on, will be piecemeal and slow. A few cables here and there, to well-known and obvious danger-points—oftentimes the important point in determining on the station being its suitability for the ordinary necessities of commerce, irrespective of life and death cases—this must be the beginning. Afterwards, as time and chance develop other necessities, more cables will be laid. Again, the question of money will have an important influence in delaying, because only a certain sum would probably be allowed

year by year. But the universal use of "distant signals," to be seen by the eye by day or night, might and ought to be introduced by the Government forthwith. There is no reason, for instance, why the lightships on the Kish Bank and the Shipwash, should not long ago have been furnished with the means of unmistakably signalling to the nearest point of land: such signals as "wreck on shore," "crew in imminent peril," or "crew from wreck rescued;" and no reason why a permanent signal station at the nearest points of land respectively should not have been established; the duty of the signalmen thereat being to watch the lightship, and who should have full instructions as to *what to do with their information when they get it!*

This practical and cheap reform could be effected in a few weeks, with an outlay which would be inappreciable compared with the value of the ships and cargoes yearly saved from destruction, independently of the question of life-saving altogether.

But such a labour could of course only be undertaken by the State, and no private society, or commercial body, or national institution could by any means interfere with a work which, both on account of the utilisation of the means already existing, and of the indispensable control it would be necessary to hold over numerous individuals on all parts of the coast, must of necessity be initiated, carried out, and kept under due supervision by the Government.

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

### XII.—GROOMSPORT.

The *Florence*, 32 feet long, 7 feet 6 inches beam, 10 oars.

A LIFE-BOAT was first stationed at this small fishing port by the Institution in 1858; in 1867 it was replaced by the present boat, the funds for which were presented to the Institution by an Oxfordshire lady.

Groomspoor is on the north coast of County Down, at the north-east extremity of Belfast Bay. Immediately to the east of the port and Life-boat Station there runs out from the general lay of the coast, which is east and west, a series of rocks, terminating in a shoal called the "Briggs"; the extremity is marked by a buoy, which is a mile northward from the shore. A slight indenture of

the coast between these shoals and Ballycormick Point is known as Groomspoor Bay. Coasting vessels find anchorage in the bay with long-shore winds; but it is open to the north.

Two miles east of the Briggs is Copeland Island; and a mile north of that is Mese Island, on which is a lighthouse of the utmost value to shipping passing southward or eastward from Belfast Lough. Before the era of lighthouses these islands and the adjacent mainland of Foreland Point, north of Donaghadee, were the scenes of many fatal wrecks. Wrecks, however, of late years, have not been numerous, as the water between the islands is of a safe depth, and the coast is sufficiently lighted.

The Life-boat at Groomspoor might be useful as far east as these islands, as well as give her aid to

vessels stranded on the Briggs and other reefs nearer home.

The boat-house is built close to a small tidal camber, into which the boat is launched from her carriage when the tide is above half flood. Towards low water the boat has to be launched off the open beach, a short distance to the eastward.

There are a great number of fishermen and pilots resident in the town, of a hardy and fine type, who are not slow to risk their lives in their own boats, in which they have great confidence; and thus the occasions on which the Life-boat's crew are called on to distinguish themselves are not numerous. They have been found ready and eager to try their utmost when needed.

The Rev. A. H. McCausland, Rector of Groomsport, is the active Hon. Sec. of this Branch.

### XIII.—NORTH BERWICK.

The *Freemason*, 30 feet long, 7 feet 7 inches beam, 10 oars.

The station in Scotland next to Dunbar (which was described in the November number of this Journal) is North Berwick.

North Berwick is one of the watering-places within convenient reach of Edinburgh, and seems likely to attain large proportions before very long. It is also a favourite fishing-station, and a considerable number of deep-sea fishermen make it their headquarters.

This town is in Haddingtonshire, and is by sea about 8 miles west of Dunbar, and 18 miles eastward from Leith Roads.

Immediately east of the sandy bay, on the shores of which the town is built, and which faces the north, there projects a small rocky promontory; on this neck of land, there about 30 yards wide, is built the boat-house for the Life-boat *Freemason*, which is kept on a carriage, and can be launched either in a sandy bay to the eastward, or in the before-mentioned bay to the westward.

Immediately northward of North Berwick, and a mile off shore, is Craig Leith, a rocky islet of considerable height; while 3 miles to the north-east is the famous Bass Rock, a prominent object seen from both sides of the Firth of Tay. The Island of May is distant 8 miles.

A short distance inland is the hill called North Berwick Law, another well-known feature in the scenery of this coast.

Shipping passing to and from Leith Roads, southward and eastward, approach this coast closely, the Bass and Craig Leith being safe and easily identified landmarks.

The zealous Hon. Sec. of this Station is WALTER MALCOLM, Esq., who, with the assistance of the Local Committee, has been able to raise funds sufficient to defray the expense of keeping up the establishment hitherto.

The funds for the present boat were presented to the Institution by the Freemasons of England, in 1871. Twenty-three lives have been saved at the station since its first formation in 1860.

### XIV.—HOLY ISLAND.

The *Grace Darling*, } both 32 feet long, 7 feet 4  
The *Bombay*, } inches beam, 10 oars.

HOLY ISLAND, or Lindisfarn, on the coast of Northumberland, is contiguous to that portion of the county marked in the maps as "part of the

county of Durham," Lindisfarn abbey and island, together with the adjacent mainland, having in old times belonged to that see. The trend of the coast hereabouts is north-west and south-east. Holy Island conforms generally to the lay of the land, being about 3 miles long from its north-west to its south-east extremity, and a mile wide in its broadest part. The north-west end fines away to a low sandy point. The southern part is rocky and bold, crowned at the south-eastern extremity with a remarkable-looking tower and castle. Between the island and the mainland is a shallow sound, 2 miles broad, which is for the most part nearly dry at low water. Off the south end of the island, however, is a clear pool, with 4 and 5 fathoms of water in it at low tides, which is completely sheltered, and this is Holy Island Harbour.

In the centre of the island, on its south-west shore, and overlooking the harbour, is the town of Lindisfarn, and the ruins of the old abbey. The Institution has here placed the Life-boat *Grace Darling*, the cost of which was presented to the Institution by LADY WARREN, through Sir W. G. ARMSTRONG, F.R.S., in 1865. The *Grace Darling* has been launched thirteen times to vessels in distress and has saved 53 lives.

In 1868 the *Bombay* was presented to the Institution by the late J. G. FARR, Esq., and Mrs. FARR, and stationed on the seaward face of a sandy point, projecting from the mainland opposite the south end of the island, and which forms the southern shore of the before-mentioned harbour.

The *Grace Darling* can proceed under the lee of the island, either north or south, when the tide is up, and is kept in a boat-house, on a carriage, not far from the water. At low tide her operations are limited to the south end. (*Vide p. 430.*)

The *Bombay*, on the other hand, launches off her carriage on to the open beach. She has the disadvantage of a heavy sea to contend with whilst launching, but is independent of tides; and is immediately on the spot most likely to be the scene of wrecks. Her crew, however, reside on the island, and have to cross the harbour in an ordinary boat, before they get to her. This is one of the occasional difficulties this Institution has to deal with, as the most advantageous sites for Life-boats are sometimes far removed from the dwellings of fishermen and boatmen.

On the bar of Holy Island is 8 feet of water at low water, spring tides: the course in is tolerably straight and easily discerned. It is narrow, however, and there are shoals on either hand. To the north are the Burrows, Ploughseat, and Willgate, while eastward are the Goldstone, Stiel, and Guzzard, all isolated dangerous rocks or reefs. On the south side of the entrance are the Parton Stiel rocks, and the Bat shoal.

Holy Island possesses an especial interest to North-countrymen, as the abode and refuge of the missionary Aidan, sent from the island of Iona at the request of the Saxon King Oswald for the reconversion of the Northumbrians, then fast lapsing into barbarism, after their first conversion by Paulinus in the time of King Edwin. Aidan and his successors in later times found it expedient to have a still more secure asylum in which occasionally to retreat, and they found it in the lonely Farne Islands, which are 5 miles off to the south-eastward.

It was on one of these Farne Islands that the steamer *Forfarshire* was lost in 1838, and was the occasion of the noble display of devoted courage on the part of Grace Darling, who in company with her father saved the 9 survivors from the wreck, after they had been exposed in that position in a gale of wind for many hours.

In sight, a few miles to the south, is the gigantic fortified cliff of Bamborough, the stronghold of the Saxon kings from the beginning of their rule in the north.

#### XV.—TENBY.

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

THE next Life-boat station in Wales—westward from Carmarthen, of which we gave some account in the number of this Journal on 1st November, 1875—is at Tenby, where a Life-boat was first placed in 1852.

The boat-house is built close to the water's edge, facing to the eastward. Behind the boat-house rise steep cliffs, on the top of which the town is built. A road leads up from the boat-house through a gap in the cliffs to the town, and by this means the boat has access to the roads for travelling along the coast. Extensive sands at the foot of the high ground extend from the boat-house several miles southward, and except at high

water, the boat could be conveyed along them close to a wreck before launching.

Two miles south of the Tenby Life-boat House is Caldy Island, under the lee of which is an anchorage known as Man-of-war Roads. Caldy Island is the southern extremity of Carmarthen Bay. Four miles north of the Life-boat House is the small tidal harbour of Saundersfoot. At Tenby there is also a small tidal harbour.

Immediately in front of the sandy cove into which the Life-boat usually launches, is a rocky islet, called St. Catherine's, and this affords great protection to the launching-place as a rule; but from the confined space between two little rocky headlands at certain times of the tide, a dangerous bubbling sort of sea sets into the cove. Ships find shelter under Caldy Island with south-west gales, and wait there until an opportunity offers of getting to sea, or running into one of the harbours on the north side of the Bristol Channel.

C. H. WELLS, Esq., of Tenby House, is the able Hon. Sec. of this Branch.

The Life-boats on this station have been called out on service twenty-one times to vessels in distress and have saved 56 lives.

#### ADDITIONAL STATIONS AND NEW LIFE-BOATS.



SWANAGE, DORSET.—In the month of January, 1875, a shipwreck took place on the Peveril Ledge, off this place, and it was only with difficulty, and by incurring much risk, that the crew were saved through the exertions of the Coast-guardmen in their boats—it being impracticable to convey the intelligence of the wreck to Poole, the nearest Life-boat Station, until some time had elapsed. Thereupon the NATIONAL LIFE-BOAT INSTITUTION offered to form a Life-boat Station at Swanage, in the event of the local residents being prepared to extend their co-operation to the under-

taking. The gift was readily accepted, and a large Life-boat, 35 feet long, 9 feet wide, and rowing 10 oars double-banked, was accordingly provided for this station. A substantial and commodious house has been erected for the Life-boat on a convenient site, kindly granted for that purpose by the EARL OF ELDON. A stone launching slipway, in front of the house, has also been constructed for the use of the boat. The Life-boat and its equipment were presented to the Institution by S. J. WILDE, Esq., of London, on behalf of his aunt, the late Miss M. R. WILDE; that lady, having requested Mr. WILDE,

as her residuary legatee, to make the gift of a Life-boat to the Society. The boat, in accordance with the desire of the deceased lady, is named the *Charlotte Mary*, after two sisters who had pre-deceased her, and with whom she had lived in close affection for more than sixty years. The public inauguration of the new Life-boat Station took place on the 16th Sept. last under the superintendence of Capt. WARD, R.N., Inspector of Life-boats to the Institution, RICHARD LEWIS, Esq., Secretary to the Institution, being also present. There was a large gathering of spectators on the occasion, many of whom attended from Poole, Bournemouth, and different towns and villages in the district; the Life-boats from the adjoining stations, Poole and Kimeridge, were also present in the bay, and took part in the practice which followed the launch of the new boat. Prior to that ceremony, J. C. ROBINSON, Esq., Patron of the Branch, who, with G. BURT, Esq., the President, and other gentlemen, had rendered every assistance in its formation, addressed those who had attended, and expressed the satisfaction of himself and the local residents at the formation of the new Life-boat Station, and said that he felt sure the crew would fully perform their duty with the Life-boat at all times. Mr. WILDE having also made some remarks, and explained the nature of the gift of the Life-boat, Mr. LEWIS and Capt. WARD returned thanks on the part of the NATIONAL LIFE-BOAT INSTITUTION to Mr. WILDE and his co-executor, JAMES RYDER MOWATT, Esq., Mr. LEWIS remarking that so auspicious a day as they were then favoured with augured well for the future success of the Life-boat. He also bore testimony to the gallantry of the Life-boatmen on our shores, who never hesitated for a moment in manning those boats, however furious the gale might be and the danger they might have to encounter in the performance of their noble work. After Mr. BURT had also expressed the gratification of the people of Swanage at receiving the Life-boat, the Rev. R. D. TRAVERS offered up prayer on its behalf; Mrs. WILDE then named the boat, and it was at once launched in excellent style amidst the cheers of the spectators, two volleys being fired by the Coastguardmen and the Artillery Volunteer Corps. The rowing and sailing powers of the Life-boat

were then tried, in conjunction with the other two Life-boats, and the new boat was put under a crane and capsized twice to demonstrate the powers of self-righting, self-ejecting water, &c. The Coastguard afterwards went through the usual practice with the Rocket Apparatus, and showed how it is used in saving life from shipwreck.

TYNEMOUTH, NORTHUMBERLAND.—The No. 1 Life-boat on this station, which had been there thirteen years, and had saved 23 lives on different occasions, had been extensively injured by coming in contact with floating wreckage when out on service, and it has been replaced by a very fine Life-boat, 37 feet long, and 9 feet wide, rowing 12 oars double-banked, the boat being furnished also with a new transporting carriage. The expense of the boat and equipment has been defrayed from the "Civil Service" Life-boat Fund, and the boat is named the *Charles Dibdin*, after the well-known naval song-writer and his descendant, the zealous Honorary Secretary of the Fund, which has now provided two fine Life-boats for the NATIONAL LIFE-BOAT INSTITUTION. Their first Life-boat, named the *Civil Service*, is stationed at Wexford, and has done some noble services, having saved altogether 89 persons shipwrecked on that dangerous coast. His Royal Highness the DUKE OF EDINBURGH is the Patron of the Civil Service Life-boat Fund, and there are upwards of 2,600 gentlemen in different Government departments contributing towards the support of their two Life-boats. A very imposing demonstration took place at Tynemouth on the 12th June last, on the occasion of the public launch of the Life-boat, under the superintendence of Capt. C. GRAY JONES, R.N., Second Assistant-Inspector of Life-boats, the ceremony of naming being performed by Miss ADAMSON, sister of the Mayor of Tynemouth, and Mr. DIBDIN being present as the representative of the donors. A procession of boats from the men-of-war and training ships, including the Life-boats of the Shields Life-boat Society, received and followed the new boat when launched. On its return the boat was capsized opposite the pier to demonstrate the self-righting property, the crew remaining in the boat and going round with it when it was upset. The mem-

bers of the Tynemouth Volunteer Life Brigade rendered every assistance on the occasion, and after the proceedings with the Life-boat were over they gave an illustration of the mode in which the Rocket Apparatus is used in saving life on occasions of shipwrecks close to the land; they also showed the use of the Life-saving Dresses similar to those in which Capt. BOYTON crossed the Channel, the BOARD OF TRADE having furnished them with several some time since, when they were first brought to England by the inventor, Mr. C. S. MERRIMAN of New York.

WATCHET, SOMERSET.—The Society has formed a Life-boat Station at this port, the shipping trade of which is increasing every year, while wrecks are occasionally taking place in the neighbourhood, and there is a long distance between the Lynmouth and Burnham Life-boat Stations on either side of Watchet. In all probability the boat will also be able at times to go to the aid of vessels on the distant banks when the Burnham Life-boat could not do so. The whole expense of the new Life-boat establishment was defrayed by Mrs. JOSEPH SOMES, of Annery House, North Devon; the boat, in accordance with her desire, being named the *Joseph Somes*, after her late husband, who was formerly M.P. for Dartmouth. The site for the commodious and ornamental house built for this Life-boat was provided through the liberality of the DOWAGER COUNTESS OF EGREMONT. The boat is a 33-feet 10-oared one, and is furnished with a transporting carriage. It should be mentioned that both boat and carriage were granted a free conveyance from Bristol to their station by the Bristol and Exeter Railway Company. The inauguration of the new Life-boat establishment took place on the 29th July last, under the superintendence of the Second Assistant-Inspector, the inhabitants giving a very hearty reception to the boat. The town was extensively decorated with flags, flowers, ornamental inscriptions, &c., several triumphal arches being also erected in honour of the Life-boat; which, on its carriage, was drawn from Williton railway station through the town, by way of Orchard Wyndham, in the midst of an imposing procession, which comprised numerous seamen, members of the Ancient Order of Foresters and the Independent

Order of Odd Fellows, the band of the North Somerset Rifle Corps, and a large number of private conveyances. On arriving at Watchet, the boat was placed at the top of the Town Slip, and the Rev. W. J. NOBLE then offered up prayer for its success, after which E. S. SAXTON, Esq., in the name of Mrs. SOMES, formally presented the Life-boat to the Institution. Capt. C. GRAY JONES, R.N., and the Rev. ROBERT POOLE, having acknowledged the gift in suitable terms, the usual ceremony of naming was performed by Mrs. SOMES, and the boat was launched into the sea and put through various evolutions by the crew. The whole proceedings were witnessed with much interest by a large concourse of spectators.

CRESSWELL, NORTHUMBERLAND.—The NATIONAL LIFE-BOAT INSTITUTION has forwarded a new Life-boat to Cresswell, where the crew of a fishing coble perished some months since in a storm, and where it had been suggested that a Life-boat might advantageously be placed, as the fishermen had frequently encountered considerable risks in their own boats, both by going to vessels in distress, and when overtaken by gales of wind on their fishing-grounds. The Life-boat is 30 feet long, 8 feet wide, and rows 8 oars double-banked; it possesses the usual valuable characteristics of the self-righting boats, and is furnished with a transporting and launching carriage, and full equipment of valuable stores. A substantial and commodious house has been erected for the boat and carriage on a convenient site granted for that purpose by the Lord of the Manor, A. J. BAKER CRESSWELL, Esq., who also kindly gave the dressed stone for the building. The Rev. J. E. LEEFE and other friends also rendered every assistance in the organisation of the Cresswell Life-boat establishment. The whole cost of the station was defrayed by THOMAS HACKWOOD, Esq., of Sydenham, Kent, and the boat, at his request, is named the *Old Potter*. The first launch of the Life-boat took place on the 21st August last, under the superintendence of the Second Assistant-Inspector of Life-boats. Prayers having been offered up by the Rev. J. E. LEEFE, the Assistant-Inspector, in a few appropriate remarks, then handed the boat over to the Local Committee, after which Miss CRESSWELL named it in the

customary manner. A number of willing hands were then put to the wheels of the carriage, first and foremost amongst them being the wives of the fishermen who man the Life-boat, and quickly the boat was launched and taken for its first trip on its native element. We may here briefly add that the *Old Potter* Life-boat has already rendered most valuable services in saving the crew of 13 men and 3 passengers from the steamer *Gustaf*, of Gothenburg, which stranded off Cresswell on the 6th of January last.

## SUMMARY OF THE

## MEETINGS OF THE COMMITTEE.

THURSDAY, 7th October, 1875:

THOMAS CHAPMAN, Esq., F.R.S., V.P., *Chairman of the Institution*, in the Chair.

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

Also the Report of Captain J. R. WARD, R.N., Inspector of Life-boats to the Institution, on his recent visits to Swanage and Torquay.

Also the Report of Captain D. ROBERTSON, R.N., Assistant-Inspector of Life-boats, on his visits to Brighton and Shoreham.

Also the report of Captain C. GRAY JONES, R.N., Second Assistant-Inspector of Life-boats, on his recent visits to Dunbar, North Berwick, Anstruther, St. Andrews, Broughty Ferry, Buddon Ness, Longhope, Stromness, Thurso, Lossiemouth, Buckie, Banff, Fraserburgh, Peterhead, Stonehaven, Montrose, and Arbroath.

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

	£.	s.	d.
The Misses HEWITT, of Lytham, per Lytham Branch, additional . . . . .	100	0	0
Cleveland Life-boat Fund, per Mrs. E. LAVINGTON, including 20 <i>l.</i> 18 <i>s.</i> 7 <i>d.</i> collected by her Pupils during the half-year ending 30th June, 1875 . . . . .	22	2	2
"A Gift, in the event of being lost at sea, by the late Mr. JOHN BEVERLEY PILLEY, of Boston, Lincolnshire, who perished in a Cyclone in the Gulf of Mexico, with all hands, in the schooner <i>Challenger</i> , on his passage from New Orleans to Jamaica, October, 1873" . . . . .	26	5	0
Amount collected on board R.M.S. <i>Roman</i> during her late voyage, per Lieut. ALFRED W. BROOKE-SMITH, R.N.R. . . . .	15	10	0
Offerory at the Church of St. Peter's in the East, Oxford, on Sunday, 29th August, per Rev. J. R. KING, M.A. . . . .	6	15	5
—To be severally thanked.			

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

	£.	s.	d.
The late JOHN SMITH, Esq., of Hull . . . . .	200	0	0
The late W. H. ROBERTS, Esq., of Swansea . . . . .	100	0	0

	£.	s.	d.
The late HENRY LIDDELL, Esq., of Hull . . . . .	300	0	0
The late Mrs. DOROTHY RAYMENT, of Dartmouth . . . . .	100	0	0
The late Mr. W. D. HOOPER, of Ilfracombe . . . . .	45	0	0

Mr. Lewis, the Secretary, reported that he had, during the months of August and September, visited some of the Life-boat Stations on the coasts of Dorset, Somerset, Devon, and Cornwall, and some Inland Branches of the Institution.

He found all the Life-boat Stations in excellent order, and the crews of the boats continued to express their entire satisfaction with their qualities.

Reported the transmission to its station of the Swanage Life-boat.

The Station was publicly inaugurated, and the Boat launched on the 16th September, Captain WARD, R.N., the Inspector of Life-boats to the Institution, being present on the occasion.

Decided on the application of the local residents, and the recommendation of the Inspector of Life-boats, to form a Life-boat Station at Torquay.

Paid 5*s.* 28*d.* 9*s.* 10*d.* for sundry charges on various Life-boat Establishments.

Voted 54*l.* 1*s.* to pay the expenses of the Carnsore, Broughty Ferry, Padstow, and Wexford Life-boats in performing the following services:—

	Lives saved.
Brigantine <i>Paquete de Terra Nova</i> . . . . .	10
Schooner <i>Cathrina</i> , of Riga . . . . .	8
Brigantine <i>Immacolata</i> , of Naples . . . . .	8
Steamer <i>Montagu</i> , of Liverpool . . . . .	32

The Ramsgate Life-boat had also succeeded, in conjunction with the Harbour steam-tug *Vulcan*, in saving the barque *Bucephalus*, of Shields, and her crew of 20 men, when that vessel was in a dangerous position near the Goodwin Sands on the 22nd September.

[The particulars of these various Life-boat services will be found detailed in pages 414-6 of the last Number of this Journal, for the 1st November, 1875.]

The Committee expressed their deep sympathy with the families of the 3 Life-boatmen who perished on the 27th September from the Liverpool Tubular Life-boat, which belongs to the Mersey Docks and Harbour Board. It will be remembered that the boat had capsized, after taking off the crew of the wrecked ship *Ellen Southard*, of Richmond, Maine, U.S., when the New Brighton Tubular Life-boat of the Institution went to its assistance, and saved 19 persons from the water, while 12 were unfortunately lost. The Committee voted 100*l.* in aid of the local subscription on behalf of the families of the 3 men, besides granting 30*l.* to the crew of the New Brighton Life-boat in acknowledgment of their prompt and humane conduct and special exertions on the occasion.

Voted 26*l.* 15*s.* 3*d.* to pay the expenses of the Life-boats at Llanddwyn, Broadstairs, Arklow, and Newhaven, in either assembling the crews, or putting off with the view of rendering aid to distressed vessels, which did not ultimately require the services of the Life-boats.

Voted 6*l.* to 6 men who put off in a boat from the steamer *Bohemian*, of Liverpool, and assisted to save 5 men from another boat, which was capsized in St. Mary's Roads, Scilly Islands, on the 10th July.



Also 2*l.* each to 2 young men employed as waiters at the Eccles Hotel, Bantry, Ireland, for putting off in a boat, and rescuing 2 of the crew of the yacht *Clara*, of Skibbereen, whose boat had been capsized in Bantry Bay, whilst they were going off from the shore to the yacht after midnight on the 11th August.

Also 1*l.* to 3 men for going off in a small punt, and saving 3 men from a Coastguard boat belonging to Morris Castle (Wexford) Coastguard Station, which had been capsized off that place on the 7th September.

#### THURSDAY, 4th November :

The Chairman of the Institution, in the Chair.

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

Also the Report of the Inspector of Life-boats, on his recent visits to Brixham, Teignmouth, Exmouth, Sidmouth, Lyme Regis, Salcombe, Plymouth, Appledore, Clovelly, Braunton, Staithes, Hartlepool, Sunderland, and Whitby.

Also the Report of the Assistant-Inspector of Life-boats, on his visits to Worthing, Selsey, West Wittering, Hayling Island, Brooke, Brighstone Grange, Bembridge, Southampton, Guernsey, and Alderney.

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

	£.	s.	d.
"In Memoriam" . . . . .	100	0	0
Proceeds of a Collection in the Parish Church of St. Cuthbert, Lytham, on the occasion of the Harvest Festival, on the 13th October, per Rev. H. B. HAWKINS, M.A., through Lytham Branch . . . . .	21	19	10
Contents of Pillar and other Contribution Boxes at Ramsgate, per Captain RICHARD BRAINE, additional . . . . .	13	12	0
Collected on board the S.S. <i>St. Oysth</i> on her last voyage, per Captain R. McNAB . . . . .	8	12	0
Half of Collection in Badwell Ash Church on Harvest Thanksgiving Day, 17th October, per Rev. HENRY RAY . . . . .	6	3	0
Collected in Harby Church, Melton Mowbray, on Sunday, October 3rd, per Rev. M. O. NORMAN . . . . .	1	16	0
Part of a Collection at Harvest Festival at Chilton Church, Suffolk, on Sunday, 17th October, per Rev. HERBERT SMITH . . . . .	1	5	0
The "South-East Lancashire Winter Club" . . . . .	0	15	6
— To be severally thanked.			

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

	£.	s.	d.
The late BARRINGTON GAENHAM, Esq., of Brighton (duty free) . . . . .	50	0	0

Reported the transmission to its station of the Guernsey new Life-boat.

The boat had been publicly launched at its station on the 21st October, the donors of the Life-boat—a Liverpool lady and her two daughters—being present on the occasion.

The London and South-Western Railway Company had kindly granted a free conveyance to the new Life-boat from London to Guernsey, and the old boat had been brought back to London free of

charge on board a vessel belonging to Capt. RICHARD PERK, a member of the Local Committee. — To be thanked.

Voted the thanks of the Institution, to D. R. W. PORRITT, Esq., and Mr. WILLIAM ROBINSON, in acknowledgment of their past valuable co-operation as the Honorary Secretaries, respectively, of the Bridlington Quay and Donna Nook Branches of the Institution.

Also to T. GRAY JONES, Esq., late Collector of H.M.'s Customs at Newport, Monmouthshire, in acknowledgment of his zealous co-operation in collecting contributions for the Institution while holding that office.

Decided that a new Life-boat be placed on the No. 1 Station at Sunderland, in lieu of the present boat, which was seriously injured while rescuing the crew of 14 men from the stranded s.s. *Altona*, of Hamburg, on the 23rd October.

[A full account of this service will be found on p. 432 of this Journal.]

Ordered that different works be carried out at the Hartlepool and Staithes Life-boat Stations, at an expense of 38*l.* 1*s.*

Paid 2,446*l.* 2*s.* 9*d.* for sundry charges on various Life-boat Establishments.

Voted 296*l.* 16*s.* 6*d.* to pay the expenses of the Seaham, Scarborough, Montrose, Whitby, Broughty Ferry, Arklow, Holy Island, Caister, Seaton Carew, Sunderland No. 1, Great Yarmouth, Peterhead, Seascale, and New Romney Life-boats in performing the following services:—

	Lives saved.
Schooner <i>Lucinde</i> , of Whitstable . . . . .	6
Fishing boat <i>Mary Ann</i> , of Scarborough—assisted to save vessel and . . . . .	9
Russian schooner <i>Emilia</i> ; schooners <i>Anne</i> and <i>Scotsman</i> ; and brig <i>Sif</i> —rendered assistance.	
Schooner <i>Hampton</i> , of Newcastle . . . . .	7
Barque <i>Teazer</i> , of Whitby . . . . .	9
Schooner <i>Leopold</i> , of Riga . . . . .	6
Brig <i>Vidar</i> , of Drammen . . . . .	8
Schooner <i>Sensitive</i> , of Boulogne—rendered assistance.	
Steamer <i>Britannia</i> , of Leith . . . . .	35
Barque <i>Young England</i> , of Middlesborough . . . . .	4
Brigantine <i>Porthan</i> , of Aland . . . . .	9
Schooner <i>Auld Reekie</i> , of Middlesborough . . . . .	8
S.S. <i>Altona</i> , of Hamburg . . . . .	14
Schooner <i>Saucy Jack</i> , of Great Yarmouth . . . . .	4
Smack <i>Nathalin Jacobine</i> , of Nipe, Denmark . . . . .	4
Schooner <i>Elizabeth</i> , of Carlisle . . . . .	3
Barque <i>Atlantic</i> , of Grimstadt—remained by vessel.	

The Sheringham, Newbiggin, Whitby, and Brancaster Life-boats had also rendered the following services:—Fishing smack *Gleaner*, of Sheringham, and fishing smack *William and Mary*, of Newbiggin, rendered assistance; barque *Seadfare*, of Portsgund, and brig *Cuba*, of Abo, assisted to save vessels.

[The particulars of these various services will be found detailed on pp. 427–435 of this Journal.]

Voted 227*l.* 3*s.* 2*d.* to meet the expenses of the Life-boats at Cemaes, Penarth, Llanddwyn, Hartlepool, West Hartlepool, Montrose, Newbiggin, St. Andrew's, Blyth, Drogheda, Winterton, Whitby, Withernsea, Middlesborough, Peterhead, Poolbeg, Youghal, and Hunstanton, in either assembling the crews or going afloat to the help of vessels in distress, their services, however, not being eventually needed.

Voted the Silver Medal of the Institution to Mr. THOMAS MONGER, of H.M.'s Coastguard, and late coxswain of the Tenby Life-boat, in acknowledg-

ment of his long and intrepid services in that boat.

Also 5*l.* to 5 men for putting off from Beaumaris in a boat, during a S.W. gale, on the 27th September, and saving the master from the rigging of the flat *Monarch*, of Preston, that vessel having parted from her anchor and sunk on the Lavan Sands.

Also 2*l.* to 6 men of Hartlepool, for going off in a pilot cable and saving 2 men from another cable, which had been swamped near the Heugh Breakwater, on the 14th October.

Also 1*l.* to the crew, 3 in number, of the trawler *Ark*, of Mevagsissey, for saving the crew of 2 men of the trawler *Brothers*, which had been struck by a sudden squall and had sunk off Mevagsissey Harbour, on the 23rd October.

#### THURSDAY, 2nd December:

The Chairman of the Institution, in the Chair.

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

Also the Report of the Inspector of Life-boats on his recent visits to Brighton, Worthing, Hastings, Rye, and Hythe.

Also the Report of the Assistant-Inspector of Life-boats on his visits to Poole, Swanage, Chapman's Pool, Kimeridge, Weymouth, Rhyl, Holyhead, Dundalk, and Valentia.

Also the Report of the Second Assistant-Inspector of Life-boats on his recent visits to Penarth, Campbeltown, Southend, Ardrossan, Arran, Irvine, Ayr, Troon, and Girvan.

Reported the receipt of 2,000*l.* from Miss ANNE DIXON, of Holton Park, Lincolnshire, through THOMAS CRUST, Esq., of Beverley, to defray the cost and endowment of a Life-boat Station, either on the Lincolnshire or Yorkshire coast, in memory of her late brother, RICHARD ROADLEY DIXON, Esq., the station to be called after the deceased gentleman, and the boat to be named the *Richard*, and to have painted on it also the words "Lord save us, we perish."

Decided that Miss DIXON be thanked for her munificent gift, and that her wishes in regard to the Life-boat Station be complied with as early as practicable.

Also the receipt of the following other special contributions:—

	£.	s.	d.
Miss DA COSTA . . . . .	500	0	0
"N. R.," further on behalf of his Life-boat Fund . . . . .	70	0	0
ALEXANDER BLACK, Esq. . . . .	50	0	0
Proceeds of Penny Readings at Grundsburgh, Suffolk, per R. F. B. PERRY, Esq. . . . .	10	0	0
Miss ENGLISH, Matron, Officers, and Children of Licensed Victuallers' School, in aid of support of <i>Licensed Victualler Life-boat at Hunstanton</i> . . . . .	3	3	0
Teachers and Scholars of Haverstock Congregational Sunday School, Maitland Park, Haverstock Hill, per Mr. W. H. E. BENNETT, Superintendent . . . . .	2	6	8
—To be severally thanked.			

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

	£.	s.	d.
The late JOHN FINNIE, Esq., of Altrincham . . . . .	1,000	0	0
The late Mrs. SUSAN SREAD, of Lansdowne Park, Helensburgh . . . . .	100	0	0
The late Mrs. BARBARA MARSHALL . . . . .	50	0	0

Reported that the new Life-boat for Penarth, near Cardiff, had been transmitted to its station, and publicly named and launched, in the presence of the donor, on the 10th November. The cost of the boat had been defrayed by the Hon. Mrs. JOSEPH DENMAN, in memory of her late husband, Admiral the Hon. JOSEPH DENMAN, after whom the boat had been named.—To be thanked.

Decided to replace the present Life-boat at Campbeltown by a new one, and that the new boat be named the *Princess Louise*, in honour of Her Royal Highness the MARCHIONESS OF LORNE.

Also that a new Life-boat be placed at Broughty Ferry, near Dundee, in lieu of the present boat on that station, which was getting unfit for further service.

The cost of the new Life-boat would be defrayed from the "English Mechanic" Life-boat Fund, which had been raised mainly through the indefatigable exertions of J. PASSMORE EDWARDS, Esq., through the columns of the "English Mechanic" Journal.

Voted the thanks of the Institution to PATRICK ANDERSON, Esq., JOHN HUNT, Esq., and the Rev. J. PELLEW GAZE, M.A., in acknowledgment of their past valuable co-operation, extending over many years, in the management of the Dundee, Dungarvan, and Brooke (Isle of Wight) Branches of the Institution.

Paid 2,585*l.* 17*s.* 10*d.* for sundry charges on various Life-boat Establishments.

Voted 119*l.* 1*s.* 6*d.* to pay the expenses of the Appledore, Padstow, Fishguard, Hunstanton, Wexford, Cardigan, and North Berwick Life-boats in performing the following services:—

	Lives saved.
Brigantine <i>Waterloo</i> , of Cork . . . . .	3
Brig <i>Marie Josephine</i> , of Cherbourg . . . . .	7
Schooner <i>Elinor</i> and <i>Mary</i> , of Milford . . . . .	3
Smack <i>Laura</i> , of Carnarvon . . . . .	4
Schooner <i>Independence</i> , of Carnarvon . . . . .	4
Schooner <i>Princess Royal</i> , of Cardigan . . . . .	5
Smack <i>Mermoid</i> , of Grimsby . . . . .	1
Brig <i>Emily Raymond</i> , of St. John's, N.B. . . . .	9
Dutch Schooner <i>Johanna Antoinette</i> . . . . .	5
Brig <i>Lauton</i> , of Arbroath . . . . .	2

The Kingsdowne, Broadstairs, North Deal, Selsey, Swansea, Newhaven, Caister, and Cleethorpes Life-boats had also rendered the following services:—Brig *Wish*, of Plymouth, assisted to save vessel; barque *Fleetwing*, of Newcastle, assisted to save vessel and 9 men; barque *Monte Carmelo*, of Malta, and schooner *Josie*, of New York, assisted to save vessels and crews, 21; schooner *Henrietta*, of Truro, assisted to save vessel and crew, 5; schooner, *Ellen Beatrice*, of Aberystwith, rendered assistance; barque *Broughton*, of Liverpool, rendered assistance; cutter *Alice*, of Great Yarmouth, and brig *Brodenes Haab*, of Tonsberg, assisted to save vessels and crews, 12; and schooner *Fortuna*, of Nykjöbing, Denmark, saved vessel and crew, 5.

[The particulars of these Life-boat services will be found detailed on pages 433-5 of this Journal.]

Voted 364*l.* 16*s.* to pay the expenses of the Selsey, Brighton, Braucaster, Hartlepool, Lizard, Broughty Ferry, Howth, Penzance, Cardigan, St. Ives, Margate, Padstow, Porthdinllaen, Sunderland, North Deal, Skegness, Tynemouth, Donna Nook, Kingsdowne, Palling, Theddlethorpe, Hornsea, Hunstanton, Scarborough, Winchelsea, Rye, and Wells Life-boats, in assembling their crews, or going afloat with the view of rendering assistance to vessels in distress.

Voted the Second Service Clasp of the Institution to Mr. JAS. WHITE, coxswain of the Fishguard Life-boat; the thanks, inscribed on vellum, to Mr. J. G. ANNAL, chief officer of H.M. Coastguard at Goodwick; and thanks to Rev. J. WILLIAMS, in acknowledgment of their kind and valuable co-operation on the occasion of the services rendered by the Fishguard Life-boat on the 14th November.

Also the thanks of the Institution, inscribed on vellum, to JOHN MORGAN, Esq., Hon. Sec. of the Institution's Branch at Cardigan, for his active co-operation on the occasion of the service rendered by that Life-boat at the wreck of the Dutch schooner *Antoinette*, on the 19th November.

Also the Silver Medal of the Institution to Mr. PHILIP GEORGE, coxswain of the Caister Life-boats, and to Mr. S. BISHOP, chief boatman of H.M. Coastguard at that place, and 10*l.* to 35 other coastguardmen and beachmen, for saving 3 of the crew of the schooner *Wild Wave*, of Sunderland, which was wrecked on Caister beach, in a heavy sea, on the 19th November.

Also 5*l.* to 9 men of West Hartlepool for saving, by means of lines thrown from the North Pier, the crew, 9 in number, from the wreck of the brig *Holden*, of Brevig, on the 14th October.

Also 5*l.* in aid of the local fund for rewarding 21 Scarborough men for going off in a yawl from that place, on the 19th November, and saving 3 men whose boat had been caught in a squall and who were in very great danger.

#### CIVIL SERVICE LIFE-BOAT FUND.

THE annual meeting of the committee of this fund, of which H.R.H. the DUKE OF EDINBURGH is patron, was held on the 11th January last at the General Post Office, W. H. HAINES, Esq., of the House of Lords, occupying the chair. A most satisfactory balance-sheet was laid before the committee by the treasurer, CHARLES G. TURNER, Esq., of the Treasury; and the report of the proceedings of the fund for 1875 was read by the honorary secretary, CHARLES DIBBIN, Esq., F.R.G.S., of the General Post Office, from which it appears that the names of the Earls of CARMARVON and BRADFORD, the Chancellor of the Exchequer, and the Right Hon. G. SCLATER-BODORN, M.P., have been added to the distinguished list of vice-patrons since the publication of the last report, and that the fund is now supported by almost every office and department under the Crown in the United Kingdom, having a grand total of 2,613 subscribers, which is an increase of 452 on that for 1874, and of 1,192 on that for 1873. It goes on to state that during the past year the Fund has presented to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, at a cost of £480, another first-class Life-boat, one of the finest ever built by Messrs. FORRESTER, which has been named the *Charles Dibdin*, and placed at Tynemouth, Northumberland, where it is thought its valuable services will be frequently required. The Life-boat *Civil Service*, presented to the Institution by the Fund some time since, has been the means of saving three ships, the lives of 98 persons, and been present at 18 wrecks. Both the boats are kept up by the Civil Service Life-boat Fund. The report concludes with an appeal from the committee to their brother officers for increased support, to enable them to carry on and extend the operations of the Fund, which, while rendering its noble services in saving life, will continue to reflect credit on the officers of Her Majesty's Civil Service.

#### THE LIFE-BOAT.

WILDLY roar'd the rolling billows,  
Surging waves rose high o'erhead;  
Helpless in that hour of danger,  
On the gallant vessel sped.

Sails were riven,—masts were broken  
By the tempest's fearful power;  
Fruitless seemed all human efforts,  
Mid the terrors of that hour.

Rocks before them, breakers, sparkling  
In the lightning's lurid glare;  
While the heavy peals of thunder  
Seem'd to rend the very air.

What can save the fated seamen?  
Hark! that crash;—upon the rock  
Strikes the ship, she fills with water,  
Can she stand another shock?

God have mercy on those sailors,  
Pale and speechless with dismay:  
While their sisters, wives, and children,  
Crowd the edges of the bay.

"Man the life-boat! fear no danger  
Where the path of duty leads:  
British hearts are never wanting  
Courage for the noblest deeds.

"Let the waves dash still more wildly,  
We will save them if we can,"  
Selfishness can find no lodging  
In a true-born Englishman.

Every heart, on cliff and headland,  
Joins in wishing them "God-speed,"  
Heaven's best blessing rest upon them,  
Help them in their daring deed.

To and fro upon the waters,  
At the mercy of the gale;  
Often doth the task seem hopeless;  
Still their efforts do not fail.

Now they near the sinking vessel,  
Now they seize upon a rope;  
And the poor desponding victims  
Seem to catch a ray of hope.

One by one, with tenderest caution,  
As a mother lifts her child,  
Pass they on the helpless women,  
Foremost,—through the breakers wild.

Ere they reach the shore, they take them:  
Men are joining hand to hand,  
Anxious,—lest the vessel founder  
Ere they get them safe to land.

Then the Captain, when he sees them  
Safe upon the sandy beach,  
Leaves the wreck, and quickly joins them  
Where the tempests cannot reach.

Down upon their knees they hasten;  
Heartfelt thanks for safety give:  
May such feelings still continue  
Long as they on earth shall live.

And may all those who can, contribute  
To support the Life-boat plan.  
Let us, each one, do our duty  
Help to save our fellow-man.

JOHN RYLEY ROBINSON.

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

## Services of the Life-boats of the Institution in 1875.

<i>Alice</i> , cutter, of Yarmouth—assisted to save vessel and .....	6	<i>Friends</i> , schooner, of Killyleigh ..	4	<i>Pike</i> , brig, of Shoreham .....	7
<i>Albion</i> , s.s., of Hamburg .....	14	<i>Gleaner</i> , lugger, of Sheringham ..	2	<i>Portham</i> , brigantine, of Aland ..	9
<i>Anity</i> , schooner, of Beaumaris—rendered assistance.		<i>Hannah</i> , schooner, of Liverpool ..	2	<i>Princess Royal</i> , schooner, of Cardigan .....	5
<i>Anna</i> , barque, of Bremen .....	16	<i>Harkaway</i> , cutter, of Yarmouth ..	6	<i>Punch</i> , schooner, of Carnarvon ..	6
<i>Arrow Belle</i> , schooner, of Aberystwyth ..	4	<i>Harrison</i> , schooner, of Newcastle ..	2	<i>Queen Victoria</i> , ketch, of Lynn ..	3
<i>Augusta Louise</i> , schooner, of Nantes—assisted to save vessel.		<i>Helen</i> , sloop, of Stornoway ..	2	<i>Queen of India</i> , ship, of Liverpool—rendered assistance.	
<i>Auld Reekie</i> , schooner, of Middlesborough ..	8	<i>Henrietta</i> , schooner, of Truro—assisted to save vessel and .....	5	<i>Richard and Elizabeth</i> , sloop, of Portsmouth—assisted to save vessel and .....	4
<i>Belfort</i> brig, of Rochelle—assisted to save vessel and .....	9	<i>Hester</i> , flat, of Conway .....	2	<i>Rosanna</i> , fishing coble, of South Shields—saved coble and .....	3
<i>Blanche Marguerite</i> , barque ..	10	<i>Ida</i> , brigantine, of Dundalk ..	7	<i>Saucy Jack</i> , schooner, of Yarmouth ..	4
<i>Britannia</i> , barque, of North Shields ..	14	<i>Immacolata</i> , brigantine, of Naples ..	8	<i>Sensitive</i> , schooner, of Boulogne—rendered assistance.	
<i>Britannia</i> , steamer, of Leth ..	35	<i>Independence</i> , schooner, of Carnarvon ..	4	<i>Shields</i> , brig, of Cork .....	3
<i>Britannia</i> , smack, of Belfast ..	3	<i>Invincible</i> , smack, of Port Elsie ..	5	<i>Shotton</i> , s.s., of West Hartlepool—saved vessel and .....	18
<i>Bucephalus</i> , barque, of Shields—assisted to save vessel and .....	20	<i>Island Belle</i> , brig, of Guernsey ..	7	<i>Sophia</i> , smack, of Hull—assisted to save vessel and .....	4
<i>Brodrenes Haab</i> , brig, of Tonsberg—assisted to save vessel and .....	6	<i>James</i> , smack, of Mandel .....	4	<i>Star</i> , barge, of Colchester ..	3
<i>Broughion</i> , barque, of Liverpool—rendered assistance.		<i>Jessie Brown</i> , schooner, of Yarmouth—assisted to save vessel and .....	5	<i>Steadfast</i> , Swedish barque—saved vessel and .....	16
<i>Cairnduna</i> , schooner, of Thurso ..	4	<i>Johanna Antoinette</i> , schooner, of Gravanahage ..	5	<i>Tantivy</i> , schooner, of Wicklow ..	4
<i>Caseo</i> , barque, of Bargo—assisted to save vessel and .....	15	<i>Josie</i> , schooner, of New York—assisted to save vessel and .....	8	<i>Tantivy</i> , schooner, of Falmouth—rendered assistance.	
<i>Cathrina</i> , schooner, of Riga ..	8	<i>Laura</i> , smack, of Carnarvon ..	4	<i>Teazer</i> , barque, of Whitby .....	9
<i>China</i> , ship, of South Shields—assisted to save vessel and .....	22	<i>Lass o' Doon</i> , schooner, of Montrose ..	35	<i>Thirteen</i> , brig, of Sunderland ..	8
<i>Crane</i> , smack, of Beaumaris—assisted to save vessel and .....	2	<i>Laulon</i> , sloop, of Arbroath ..	2	<i>Thistle</i> , smack, of Castletown ..	3
<i>Cruiskeen Lawn</i> , yacht, of Wexford ..	2	<i>Leopold</i> , schooner, of Riga ..	6	<i>Tippergraph</i> , smack, of Scarborough ..	3
<i>Cuba</i> , brig, of Abo—saved vessel and .....	8	<i>Lisbon</i> , brig, of London ..	2	<i>Toronto</i> , barque, of Glasgow ..	11
<i>Edward O'Brien</i> , ship, of St. Thomas, U.S. ....	5	<i>Lizzie Bovill</i> , barque, of Newcastle—assisted to save vessel and .....	9	<i>Tuskar</i> , s.s., of Glasgow ..	21
<i>Ellen Beatrice</i> , schooner, of Aberystwith—rendered assistance.		<i>Lord Strathmairn</i> , ship, of Liverpool—assisted to save vessel.	6	<i>Vidar</i> , brig, of Drammen ..	8
<i>Ellen Southard</i> , ship, of Richmond, U.S. ....	19	<i>Lucinde</i> , schooner, of Whitstable ..	3	<i>Villager</i> , schooner, of Inverness ..	5
<i>Elvior and Mary</i> , sch., of Milford ..	3	<i>Lucy</i> , barque, of Antwerp—assisted to save vessel.	8	<i>Vittorio G.</i> , brig, of Venice ..	9
<i>Elizabeth</i> , schooner, of Carlisle ..	3	<i>Lynsey Trader</i> , schooner, of Barnstaple ..	3	<i>Vixen</i> , steam-tug, of North Shields—assisted to save vessel and .....	8
<i>Emilia</i> , Russian schooner—saved vessel and .....	9	<i>Margaret Evans</i> , barque, of Glasgow ..	21	<i>Ward Jackson</i> , schooner, of Carnarvon ..	5
<i>Emily Raymond</i> , brig, of St. John's, N.B. ....	9	<i>Marie Josephine</i> , brig, of Cherbourg ..	4	<i>Waterloo</i> , brigantine, of Cork ..	7
<i>Ernestine</i> , ship, of Amsterdam—assisted to save vessel.		<i>Mary Ann</i> , fishing boat, of Scarborough—saved boat and .....	9	<i>Wish</i> , brig, of Plymouth—rendered assistance.	
<i>Fanny</i> , schooner, of Salcombe ..	7	<i>Mary Tatham</i> , schooner, of Beaumaris ..	4	<i>Young England</i> , barque, of Middlesborough ..	4
<i>Fishing boat</i> of Teignmouth ..	2	<i>Mermaid</i> , smack, of Grimsby ..	1	<i>Zouave</i> , schooner, of Portsmouth ..	6
<i>Fleetwing</i> , barque, of Newcastle—assisted to save vessel and .....	9	<i>Mirre</i> , smack—rendered assistance.			
<i>Florence</i> , brigantine, of Annapolis, assisted to save vessel.		<i>Monagu</i> , steamer, of Liverpool ..	33		
<i>Fortuna</i> , schooner, of Nykjobing, Denmark—assisted to save vessel and .....	5	<i>Monte Carmelo</i> , barque, of Malta—assisted to save vessel and .....	13		
		<i>Nathalia</i> , schooner, of Nibe, Jutland ..	4		
		<i>Native</i> , smack, of Peel—assisted to save vessel and .....	3		
		<i>Norma</i> , barque, of Grimsby—rendered assistance.			
		<i>Oriental</i> ship, of North Shields—assisted to save vessel.			
		<i>Osprey</i> , sloop, of Shields ..	2		
		<i>Paquet de Terra Nova</i> , brigantine ..	10		

Total lives saved by Life-boats, in 1875, in addition to 30 vessels . 727

During the same period the Institution granted rewards for saving Lives by fishing and other boats 195

Total of Lives saved in } 922  
Twelve Months .....

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1875) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £30,241 on its 254 Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 922 persons from various shipwrecks on our Coasts, for which services it granted 30 Silver Medals and Votes of Thanks on Vellum, and pecuniary rewards to the amount of £3,289.

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 23,788; for which services 91 Gold Medals, 870 Silver Medals, and £47,200 in cash have been paid in Rewards.

It is most gratifying and encouraging to know that, notwithstanding the peril and exposure incurred by the gallant crews last year, only one life was lost from the 254 Life-boats of the Society, although about 11,000 men were out in them on all occasions during the twelve months.

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

Donations and Annual Subscriptions will be thankfully received by the Bankers of the Institution, Messrs. WILLIS, PERCIVAL, and Co., 76 Lombard Street; by all the other Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London, W.C.—February 1st, 1876.