

THE LIFE-BOAT,

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STEAM LIFE-BOATS.

THE question has often been asked—why are not life-boats propelled by steam power? It is a very natural question when we consider the difficulty of rowing any boat against a strong wind, and the much greater difficulty of doing so when, in addition, the opposing force of a heavy breaking sea, such as life-boats alone could face, has likewise to be encountered.

The question is also now the more frequently asked, since steam-power has been employed usefully in boats of much smaller size than the ordinary coast life-boats.

It is true that the failures of our present life-boats to reach wrecked vessels are very few compared with their numberless successes, but even these few form a sufficient cause for serious consideration of the question, as to the probability or possibility of making steam available for life-boat propulsion.

We propose, therefore, to briefly state the difficulties that have stood and still stand in the way of its application.

If force alone were required there could indeed be no hesitation in exclusively adopting it, for so enormous is the power of steam, that the strength of man or even of the most powerful animals is insignificant when compared with it. Moreover, if available, it would possess another special advantage, in that it would do its work at comparatively small risk of human life, for whereas from 10 to 20 men are required to work an ordinary life-boat, at

the peril of their lives, steam life-boats would be readily managed by 4 or 5 men. Yet notwithstanding these great advantages we fear that the difficulties in the way of propelling our coast life-boats by the aid of steam are insurmountable, and that the only mode in which it can be made available is through the medium of ordinary steam-tugs, at the very few localities, such as Liverpool and Ramsgate, where there are outlying banks and sheltered ports, from which life-boats can be taken in tow at all times of tide, and be placed in any position to windward or leeward of a wreck which may be most convenient and safest for reaching it.

We will at once assume that screw propellers, with the requisite machinery for working them, can be readily fitted to life-boats, and that by such means a greater speed might be obtained against a strong wind and a moderate sea; but the difficulties only then commence.

In the first place, a life-boat, like the "stormy petrel," which is rarely seen when the heavens are calm, and the sea is smooth, has its work to do amidst broken seas, and curling surfs where no other boats can live. Except in cases of collision and foundering at sea, when the life-boat's help can rarely be obtained, vessels are wrecked through running aground, either on outlying banks or rocks, or on the open coast, in both of which cases, in nine instances out of ten, life-boats have to be launched from an open and exposed beach through a high surf. On such occasions if the shore be flat, they have to

be conveyed through the heavy surfs which frequently in gales of wind form one continuous mass of broken water to the distance of a mile or more from the shore. In being so, heavy seas break over them, often filling them to the level of the thwarts, from three to four tons of water frequently breaking into a life-boat from a single wave.

It will then be readily imagined, even by those who have never seen a life-boat, that there would be extreme difficulty in sufficiently protecting the fires, to prevent their being extinguished, whilst at the same time preserving the necessary draught of air to enable them to burn, and sufficient access to them by the engineer in charge.

The second difficulty arises from the extremely violent motion to which such boats are often subjected, they being sometimes thrown into almost a vertical position, when bow or stern to the sea, the one being lifted high into the air, and the other buried beneath the water's surface; whilst the lateral motion is even more violent when broadside to the waves, the men on the lee side of the boat sometimes being up to their waists in the water. Many instances have also occurred of life-boats being altogether upset.

What would happen to the steam and fires of a steam life-boat, if upset, although like the self-righting life-boats of the NATIONAL LIFE-BOAT INSTITUTION she might remain only momentarily keel-up, we will not pretend to say, since no steam-boat of any description has ever yet passed through such an ordeal. We believe, however, that there would be the greatest risk of derangement of the machinery, and consequent disabling of a life-boat from the mere extent and violence of the motion to which it must frequently be submitted, and we need scarcely remind our readers, that unless such a boat was likewise provided with a full crew, and full complement of oars, with room to use them advantageously, her being disabled might under some circumstances lead to the destruction of herself and crew.

It has also to be remembered that the average draught of water of all life-boats, except the heavily water-ballasted boats on a portion of the Norfolk and Suffolk coasts, is only about 19 inches, so that their screw-propellers would need to be of very small diameter and would be frequently above the surface of the water altogether, so as to work at a great disadvantage when going against a heavy head-surf.

A third, and, as far as we see, insurmountable difficulty, is the fact that the only class of men that are available to work the life-boats on the coast, viz., the fishermen and other boatmen, would be incompetent to manage a steam-engine, and to keep it in proper order. They are skilful in the use of the sail and the oar, through having them in every-day use in following their avocation; but they know nothing of steam or steam-engines, and as at the majority of stations the life-boats would not be sufficiently often in use for them to acquire the necessary knowledge by experience, the NATIONAL LIFE-BOAT INSTITUTION would have to seek competent trained men elsewhere. This might appear to persons unacquainted with the system of the Institution to be a difficulty easily overcome; but it is not so, since, apart from the probability that the local boatmen would not, at many places, volunteer to work such boats, it would be necessary to maintain at each place a practical engineer, and to pay him a sufficient salary for his maintenance; for, unless he were to take the place of the village blacksmith, he would find no other employment in his own line of business.

Up to the present time, the Institution has only paid the small sum of 8*l.* annually to the coxswains of each of its life-boats, for taking charge of it and keeping it in good order, and in a state of readiness for service; and 2*l.* annually to an assistant-coxswain to help him to clean his boat, &c.; both being also paid, on the same scale as the life-boat's crew on all occasions of going afloat in the boat, whether for proceeding to the rescue of

shipwrecked persons, or for their quarterly exercise in her. But these men earn their living by fishing, hovelling, or piloting, &c., as the case may be; and a small portion of their leisure time is sufficient for the effectual performance of their duties as coxswains. Their services, or at least those of one coxswain to each boat would still be required, as a practical boatman, acquainted with the management of a boat in a heavy sea, would alone be competent to take command of a life-boat when afloat, and to direct her movements. To provide therefore, in addition, for the entire support of a skilled engineer would not only be quite beyond the means of the Institution, but would be doing a positive evil, by maintaining a large number of working men in a state of permanent idleness, to their almost certain ruin.

In illustration of the first and second difficulties above delineated, the following recent service of the Ramsgate and Broadstairs life-boats may be quoted:—

The Barque *Idun*, of Bergen, Captain H. C. Meidell, ran on the outer edge of the Goodwin Sands on the night of the 27th March last, where, at daylight, she was observed from Ramsgate and Broadstairs; and the life-boats at those places were speedily launched, and proceeded to the aid of her crew, the former being towed off to the Sands by a steam-tug, and the latter worked off under sail.

In the words of Captain Meidell, in a letter addressed to the London Daily Papers:—

“The noble boats, under the able and skilful management of their persevering crews, came out from the land at daylight in the morning and dashed fearlessly into the foaming breakers, crossed the boiling sand, and at very great risk (the sea breaking heavily into them as they approached) succeeded in reaching the ship and lying alongside to our rescue. We were all then hastily, but most kindly, assisted into the two life-boats (my daughter being with me a passenger), together with a quantity of nautical instruments, clothes, and other

effects. At this time the steam-tug was waiting to windward at the edge of the sand, near the breakers, to receive the boats; but on leaving the ship, they could not get off the sand, the tide not having flowed sufficiently to enable them to pass through the breakers; their crews were therefore compelled to wait and allow the boats to beat over the sand to leeward, the boiling sea breaking heavily into them for three hours, when at length they succeeded in getting off the sand, where the steam-tug (having come round to leeward) was waiting in readiness to receive them. The tug then took the two life-boats in tow (one being disabled in her rudder), and steered for Ramsgate Harbour with flags flying from their mastheads, where we arrived about three p.m.”

This description portrays in clear language the severe character of the work which our life-boats are sometimes called on to perform, and shows what valuable service a steam-tug may render in conjunction with them, although she cannot herself venture into the shallow and broken water into which a life-boat may be taken with impunity.

Now let the reader for a moment imagine a steam life-boat submitted to such a test, beating for three hours on a sand-bank, with the sea continually breaking over her during the whole time. Even if the fires were not put out by the volumes of water breaking into and over the boat, is it likely that the machinery would bear uninjured such a series of violent concussions from contact with the ground, and remain in working order? We think not.

Impressed with the importance and apparent immobility of the difficulties which we foresee, and have here endeavoured to portray, we do not feel able to expect that steam life-boats will ever come into general use.

LIFE-SAVING HAMMOCKS.

AMONGST the various articles designed to save life on occasions of disaster to ships, perhaps one of the most natural was a seaman's bed or mattress, composed of buoyant materials. Since the space on shipboard for the stowage of anything that is not indispensable is necessarily very limited, and in trading ships may often be of considerable money value, it is evident that all rafts, life-buoys, and life-belts, labour under great disadvantage, in that they are of no use except for the one object which is their immediate function, and that they may, in the majority of cases, be kept through the whole period of a ship's existence without ever once having to be employed. Hence it only too commonly happens that the shipowner, shipmaster, and seamen, all alike, prefer running the risk which does not appear imminent, to putting up with the inconvenience that is always present. The expense of providing such things is likewise nearly always grudged.

To meet these objections, various articles of the necessary equipment of a ship have, from time to time, been proposed to be converted into floating bodies to serve as life-buoys, such as casks and water barrels, benches, chairs, and sofas, deck houses, skylights, &c., and, as above stated, seamen's mattresses or beds.

In consequence of so comparatively few fatal accidents happening to ships of war it has been principally with a view to their being employed in passenger and trading vessels that such things have been hitherto proposed. The great risk, however, that will be incurred by ships of war, in future, of foundering rapidly with all on board from the probable general use of torpedoes and steam-rams, has led thoughtful naval men to meditate seriously on the subject, and to consider what means it may be possible to adopt to lessen the great amount of loss of life which may be apprehended as likely to take place on such occasions. Amongst others is Rear-Admiral A. P. RYDER, an officer who has ever been indefatigably zealous in promoting the welfare of the noble service to which he belongs, and on the efficiency and superiority of which the high position of this country must ever depend. On the next page of this Number of our Journal will be found a Paper by

Admiral RYDER, read by him at the United Service Institution on this subject, containing an account of some experiments to test the buoyant properties of an ordinary ship's hammock when lashed up for stowage in the nettings, and suggesting that the Admiralty should cause further experiments to be made, including the trial of mattresses stuffed with different buoyant materials.

Recent experiments have proved that an ordinary sized cork hammock mattress, of the average weight of about $7\frac{1}{2}$ lbs., after being immersed in fresh water for an hour and a half, has sufficient buoyancy to support above the surface a weight of more than 37 lbs., which amount will support an average sized man with his head and entire shoulders above the water; and that after twenty-four hours' immersion, its buoyancy is not greatly diminished. There can be no doubt, therefore, that such mattresses would afford invaluable aid to any persons in the water who were unable to swim, or even to the best of swimmers if heavily clad, or having to remain some time immersed before being rescued.

In a ship of war, hammock mattresses thus rendered buoyant would be especially suitable, since the hammocks, being stowed on the upper deck, would always be immediately at hand; and in the event of sudden accident to a ship, such as the explosion of a torpedo under her or her being run down by another vessel, there would be a hammock for each of the crew; and a few spare ones might be kept stowed in the nettings for the purpose of practising men in their use on suitable occasions, which would also then be available for the use of the officers of a ship on any such emergencies as those above referred to.

It would undoubtedly be necessary that a ship's crew should learn, by experimental trial, how to make the most of such aid, for, except in the case of a life-belt, which is securely attached round the body, a person may be drowned even with an amply buoyant article within his reach, from not knowing how to grasp it or how to use it advantageously. The most effectual mode of using such beds would be best ascertained by experiment, but we apprehend that it would be found to be by bending the hammock, as lashed up and stowed in the netting, and bringing the two ends together, thus forming a

species of life-buoy, shaped somewhat like a horse-collar, which the person using it would pass over his head and under his arms, in which position it would closely encircle his body. The two ends of the hammock would, of course, be securely lashed together, which might be quickly done by the ordinary lanyards by which the hammock was hung up when slept in.

The best material for the hammock itself would also be matter for consideration, and we are inclined to think one made of closely-woven cotton canvas would be both more buoyant and much more water-tight than the coarse hempen material commonly employed. The hammock lashings might also be of manilla rope, which is more buoyant than tarred hemp.

We believe that cork mattresses have already been adopted to a considerable extent in the Russian Imperial Navy; and we have reason to know that their adoption in that of France was under consideration at the time when the late unfortunate war commenced between that country and Germany. Entirely agreeing with Admiral RYDER that they would be a valuable acquisition to our own Naval Service, and believing that they would prove as comfortable beds to sleep on as those of the ordinary horse-hair or wool or other unbuoyant material, we trust that the Lords of the Admiralty will cause experimental trial of them to be made.

On the occasion of the destruction of H.M.'s ship *Bombay* by fire, near Monte Video, in 1864, referred to by Admiral Ryder, when no less than 91 men and boys perished alongside the ship, if each of them had had a hammock with cork mattress within their reach, when forced by the flames to jump into the sea, possibly not a single life would have been lost.

THE NAVAL HAMMOCK—ITS BUOYANCY AND USE IN SAVING LIFE AT SEA—IN CASES OF COLLISION, &c.*

It is well known that the boats of a man-of-war are, as a general rule, insufficient in number and capacity to save her crew except in the smoothest water; also, that the largest and safest are stowed on the booms, from whence time is required to

move them to the water—probably not less than ten minutes at sea in the day-time in fine weather—and of course under other circumstances a much longer time.

In a recent instance of wreck from collision, viz., that of Her Majesty's ship *Amazon*, within a few miles of the south coast of England, it was stated that if there had been any swell the boats could not have lived, so close to the water were their gunwales, and it is not probable that there was more than a day's provisions and water in them. Had the collision taken place further from England, say 100 miles off, probably half the ship's company would have been lost.

In cases of shipwreck, when vessels have sunk or burnt slowly, crews have often in times past been saved on rafts; but men-of-war were then supplied with numerous spare spars, yards, and a large number of casks, and it was a common topic of discussion among naval officers, "how a raft could be best and quickest made." But no one ever supposed that a raft or rafts for a large ship's company, capacious enough to efficiently supplement the boats, could be properly and securely put together, stored, and provisioned, in less than a few hours; and the most impromptu raft for, say twenty persons, could not, I feel confident, even with rehearsals, have been ready to shove off under a quarter of an hour. Rafts of sufficient size and buoyancy to supplement the boats are now out of the question, and for this reason: viz., that very few spare spars and yards are now supplied, and some of the latter are not unfrequently made of iron. Casks also are much diminished in number since the introduction of the canvas tanks for watering. Our usual resources for saving the lives of whole ship's companies when their vessels are lost, may therefore be said to exist no longer.

I now address myself to one phase, and one phase only of shipwreck, be it loss by collision, fire, capsizing, or filling, &c., viz., that in which help is near at hand; and it is only necessary to float a ship's company for a very limited period (say for thirty minutes or an hour) after their vessel is no longer available for the purpose.

I shall briefly refer to cases of collision, intentional or otherwise. Numerous cases of collision of men-of-war have recently been brought under our notice. I may

* A Paper read lately at the Royal United Service Institution by Rear-Admiral A. P. RYDER.

mention the *Rey d'Italia*, sunk off Lissa in a few minutes: all hands lost. A Russian frigate lost in the Baltic last year, by unintentional running down: several lives lost. An American man-of-war lost in the Eastern Seas—nearly all lives lost: the *Amazon*, already alluded to.

There have been numerous instances in the merchant-service of losses by collision. Several were reported in 1869 in the Board of Trade Returns, with much loss of life. In the merchant-service, however, except in the case of passenger-ships, the boats have generally sufficient capacity to save the crew in moderate weather, if only they can be cleared and lowered in time. If life-belts on the plan of Capt. J. R. WARD, R.N., Inspector of Life-Boats to the NATIONAL LIFE-BOAT INSTITUTION, were universally supplied in sufficient numbers, and kept handy on board, and if the crew were practised by day and by night in putting them on at short notice, there would have been no need for me to address you on this subject; but as the Admiralty only issue a sufficient number of life-belts for a boat's crew, and as many merchant-ships are not supplied with any life-belts at all, I have ventured to recommend a substitute, viz., the ordinary naval hammock, the remarkable buoyancy of which has been often noticed when one of them has accidentally fallen overboard.

In case of shipwreck at night when the men are in their hammocks, the number of lives that could be saved by this means would of course be seriously diminished; but those of us who are familiar with the remarkable quickness with which the men can lash up their hammocks at night when they are suddenly called to "general quarters," would not despair, if the ship did not sink for ten minutes, of many men being saved even by the hammocks they had been sleeping in a few minutes before.

The inestimable value—in case of Shipwreck from collision—of the buoyancy to be found in the naval hammock first occurred to me when I was second in command of the Channel Fleet a few months since. We were performing the perhaps useful, but apparently rather hazardous, evolution, which consisted in the columns passing through one another, each ship passing at full speed (for the boilers lit), close to her opposite ship.

The speed of each ship was about 7 knots. The blow, if, by some accidental mistake of the helmsman one had struck the other, would have been similar to that given by a vessel going 14 knots to one at rest, and both vessels would very possibly have sunk in a few minutes, notwithstanding that they were compartmented.

There were numerous ships in company who would of course have steamed to the rescue, lowered their boats, and done their best; but I doubt if so many as half of the 1,400 or 1,500 men endangered would have been saved. It occurred to me that the hammocks, of which every individual has one (except certain of the officers, viz., those who have cabins), could save them if sufficiently buoyant, and that as their owners knew where they were stowed in the nettings, they were in the most convenient place possible for such a purpose. I have had the buoyancy of a hammock tested, and will give you the result presently. It has much exceeded my anticipations and those of the numerous Officers who witnessed the experiments in Malta Harbour.

I hope that some of the readers of the Journal of this Institution on foreign stations will try the same experiments, and allow the men to witness them, and become familiar by practical proof (when bathing) with the buoyancy of their hammocks, and learn that it may be longest retained by not immersing any part of the hammock more than is absolutely necessary, as the water increases its pressure rapidly in proportion to depth below the surface, and finding its way among the hair in the mattress, will soon expel the air and destroy the buoyancy.

The experiments may be usefully extended to show—

1. The maximum weight which a floating hammock containing no more than a bed and blanket will support, for say 30 minutes.
2. The various intervals during which a hammock will support weights less than the maximum from one pound upwards—(a) in smooth water—(b) when water is thrown over the hammock by, or as if by, waves.
3. How tightly the hammock should be lashed up to float longest—as it is conceivable that there is a mean degree of tightness, which is preferable—a loosely lashed up hammock might float most buoyantly at first but become saturated soonest.
4. (a) How one man could best support himself with one hammock? and (b) how two men? whether in the latter case they should go to opposite ends of the hammock? or

- to opposite sides? and (c) whether they should, with the object of pressing the hammock down as little as possible consistent with obtaining full support, rest hands or arms on the hammock? (d) in the case of two men with two hammocks, would it be best for both men to be between the two hammocks, an arm over each?
5. Whether any material advantage would be derived from the set of hammocks slung for sea being prepared like a fisherman's jacket, viz., soaked in boiled oil, so as to be more impervious to water, or
 6. Whether if the ticking were made of a waterproof material, the hammock would support one man after the hammock and blanket were saturated, and for how long?
 7. Whether cocoa-nut fibre would not be lighter than horsehair, and what are the relative advantages *quâ* buoyancy, and expense of horsehair—cocoa-nut fibre—and cork shavings.

I have included capsizing in the above list of casualties as a case when recourse to the hammocks might be useful, but I refer only to those cases of capsizing when the filling has been a slow process, as will often happen where, in a vessel on her beam ends, only one hatchway or scuttle admits the water.

There is no novelty in my suggestion for utilizing the bedding on board ship for life-saving purposes. It has been suggested frequently that the mattresses and sofa-cushions of passenger-carrying packets should be stuffed with cork shavings, and I believe that the suggestion has been adopted in some cases; but I write under the impression that the buoyancy of the ordinary naval hammock—and the use it may be temporarily put to in cases of Shipwreck by collision, &c.—have not yet been sufficiently appreciated.

I have already alluded to the case of a Russian frigate lost last year by collision.

Admiral Boutikof, the distinguished officer who commanded the *Vladimir*, in the Crimean war, and who was in command of the Russian Fleet in the Baltic at the time of the accident, informed me that he saw the frigate I have already referred to, sunk by accidental ramming in midday in a few minutes, and that many men were drowned, notwithstanding that ships were close to, and the weather was fine; but many were saved by the hammocks. After a few weeks the masts were removed, as they obstructed the navigation, although the hull was in over 20 fathoms water. In removing the masts, the hammock cloths were torn, and

some of the hammocks floated to the surface, even after so long a submersion. I have lately learnt that the Russian beds are stuffed with cork shavings, and the incident is worth recording. I have learnt also that the Russian Government are known to have ordered a few years since a large number of Messrs. Pellew's patent cork mattresses.

“EXTRACT OF LETTER FROM COMMANDER BRIDGE OF H.M.S. *Caledonia*.

“*H.M.S. Caledonia*, Malta,
“September 10, 1870.

“DEAR ADMIRAL RYDER,

“Some time since you asked me to try an experiment with a hammock, as to how many men it would float? Until our arrival here this time, I have always been prevented, from one cause or another, from carrying out the experiment. A well lashed up hammock, containing only a bed and a blanket, supported for a few minutes seven naked men, for a considerable time four men, and would, I believe, have continued to do so for nearly an hour. Its power of supporting small weights evidently seemed to be limited by its own power of floating itself, which it would have continued to do, I should say, for considerably over an hour.

“The officers who witnessed the experiments, were, with myself, astonished at the floating powers of the hammock.

“I ought to mention that the hammock itself was a new one, and consequently was rather less pervious to water than an older one would have been, but that probably did not add greatly to its floating capabilities, though of course it did to some extent.—Yours, &c., CYPRIAN BRIDGE,
“Comr. R.N.”

Captain ARTHUR WILMSHURST, commanding H.M.S. *Valiant*, has kindly made further experiments at my request. The most trying test to which the buoyancy of the ordinary hammock can be exposed, appears to be that of suspending a weight at one end, so that the hammock is brought upright in the water. If the hammock itself and the ticking are pervious to the water, the water, aided by the increased pressure on the portion of the hammock a considerable distance below the surface, soon finds its way in, and gradually destroys the buoyancy by forcing the air out; a weight of six pounds of iron so suspended sunk a hammock in five minutes.

The weight of the water displaced by the hammock was estimated at .	lbs.	138.24
The weight of the hammock, viz., bed and blanket, when dry . . .		24.5

Buoyancy of hammock at first	113.74 lbs.
The length of hammock	55.5 inches
Diameter of ditto	9.25 ”
Volume of hammock	2.16 cubic feet.

If an equal weight, viz. 6 lb., were suspended at the middle of the hammock, the latter would float much longer. The result of further experiments made by Capt. Wilmshurst has been, that the ordinary hammock floating horizontally, will support 6 lbs. of iron for nine minutes. The effect of oiling the bed-cover, or ticking, was that the hammock floated the 6 lbs. weight for 2½ hours, and would, no doubt, have supported a man for nearly as long. It is hardly necessary for me to state that the buoyancy requisite to support a man in the water who remains quite self-possessed, does not exceed a few lbs.; but it would be well to aim at providing for each man a buoyancy of 20 lbs., and if the hammock is to support two men easily and continuously, then 40 lbs.

I have ascertained that the horsehair bed supplied to the seamen of the Royal Navy is charged to them at ten shillings and sixpence; that beds stuffed with cork shavings can be supplied wholesale (by the Messrs. Birt, who make the well-known Cork Life Belts for the Admiralty) at five shillings each, and that with cocconut fibre they would cost about seven shillings and sixpence, and would not have so much buoyancy, but they might be more comfortable.

A mattress of the following dimensions, viz. 6 ft. × 4 ft. × 4 inches weighs 20 lbs. if stuffed with cork shavings. Its buoyancy, which in the case of cork shavings is four times its weight in pounds, is said to be 80 lbs., i.e., it will support an iron weight of that amount. The mattress on the table has a buoyancy of 26 lbs.

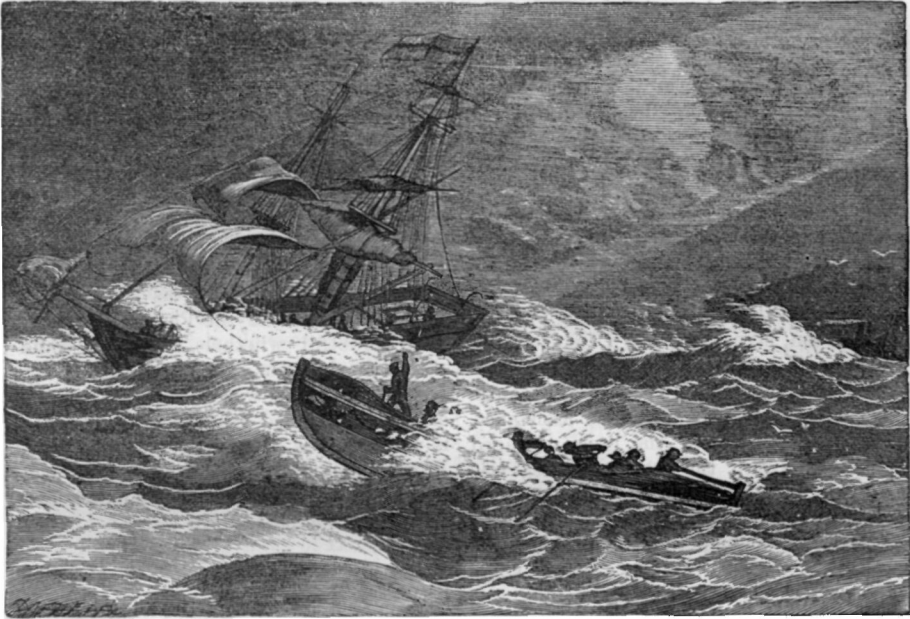
The valuable buoyancy that exists even in an ordinary naval hammock is, I think, established by the experiments above referred to. The increased buoyancy that can be given to it by various means, viz., by making the hammock or the tick impervious, or by substituting cocoa-nut fibre or cork shavings for horsehair have been pointed out, and the question may now, I think, be safely left in the hands of the Naval authorities, who have an opportunity of practising economy and promoting efficiency at the same time. The mattress stuffed with cork shavings is less than half the cost of the hair mattress now supplied, viz., only five shillings. The reason why the cork shaving mattresses are so cheap is that the shavings are refuse, and would otherwise be burnt.

I may add that I have been informed since these experiments were tried for me at Malta, that an officer of rank, who was in Her Majesty's ship *Bombay*, when she was burnt off Monte Video, has stated that if it had occurred to them to stand by hammocks before the men jumped overboard, all hands might have been saved. It will be remembered that a considerable part of the ship's company, including nearly all the marines, and a great many boys, were drowned alongside, while the boats were floating in safety, but deeply overladen with men, a short distance off. The boom-boats could not be hoisted out, as the falls were burnt, and there was not time to make a raft, all hands being employed until the last instant in vain attempts to put out the fire.

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

SUTTON, LINCOLNSHIRE.—On the 17th October, 1869, during a violent gale from the N., a small ship drifted past this place with signals of distress flying. The life-boat *Birmingham* was at once dispatched to the aid of the vessel, which ultimately struck on the sands off Huttoft. The sea was very rough, but the boat was happily the means of saving all the shipwrecked persons, consisting of the crew of 2 men

and a boy, and the master's wife and 2 children, all of whom were safely landed and taken up to the village inn. As the tide rose the ship began to break up, and in a few hours was strewed in fragments along the beach. She was the billyboy *Swan*, of Hull, bound from Boston to Gainsborough with a cargo of wheat. The life-boat behaved extremely well in the heavy seas which she had to encounter.



BLAKENEY, NORFOLK.—At daylight on the 19th October, a large brig was seen to be ashore on the West Sands off this place, with a signal of distress flying in the main rigging. The weather was terrific, a gale of wind blowing from the north, and bringing in a very heavy sea, one of the heaviest that had been seen on this coast for years. The life-boat *Brightwell* was launched, went out to the vessel, and took off 8 men and a boy, who were brought up in the boat to Blakeney Quay, which they reached about 9 A.M. The brig was the *John and Mary*, of Shields, bound thence from Havre in ballast.

Again, at daylight on the following morning, a brig was observed ashore on the west side of Blakeney Harbour-way. She was lying on her beam-ends. The wind and sea were tremendous, but the life-boat was launched, and as she neared the vessel the crew made signals of distress. The brig was a total wreck, and was expected to go to pieces every minute, her bows and quarter being stove in, and other damage done, while her two boats were washed away. The crew of 6 men, who were very much exhausted, were with some difficulty got into the life-boat from the main rigging. Their vessel was the *Ravensworth*, of Hartlepool.

ABERDOVEY, NORTH WALES.—The smack *John James*, of Chester, bound from Dublin to Aberdovey, in ballast, was observed on the morning of the 17th October, in a disabled state, with her sails blown away, while the wind was blowing strong from the N., and the sea was still running high from the effect of a terrific gale which had blown on this part of the coast during the previous night. The life-boat *Royal Berkshire* was thereupon launched, and proceeded out in fine style. While on her way, the vessel drifted and stranded on the South Bank, on which the sea was breaking heavily. On arriving alongside, several of the life-boat men boarded the smack, and the boat remained by her for nearly five hours, until the tide rose, when, some old sails having been extemporised, the vessel was safely taken into harbour. Had it not been for the life-boat, the vessel and crew would have been lost, as no other boat could have performed the service thus rendered, and without that assistance the smack would undoubtedly have become a total wreck.

CAISTER, NORFOLK.—The large life-boat *Birmingham*, on this station, was launched on the 28th October to the barque *Alma*, of Malta, which, while lying about a cable's length from the buoy of the West

Scroby Sand, had dragged one anchor and had then hoisted a signal of distress, being in imminent danger, as she had then only one anchor to hold her during the fury of the storm then raging, and must have gone on the sands in five minutes, had the other cable parted. Some of the life-boat men boarded the vessel, and cut away some of her top gear. The boat remained alongside, and on the weather moderating, a steamer was fortunately able to get out of her dangerous position.

On the 30th December the brig *Delegate*, of London, struck on the Caister Shoal, or Inner Barber Sands, while the wind was blowing very hard from the south. A Caister yawl went off to her assistance, but although one of the crew managed to get on board the vessel, the sea was too heavy for the yawl to stay by, and she returned for the Caister surf life-boat—the *Boys*—which was soon launched and alongside the wreck. After some difficulty she succeeded in saving the vessel's crew of 9 men.

CROMEB, NORFOLK.—Signals of distress were exhibited by a large full-rigged ship about two miles and a half to the northward of this place, on the 22nd of October, whereupon the *Benjamin Bond Cabbell* life-boat was launched, and proceeded to the vessel, which was found to be the ship *William Frothingham*, of New York, bound from the Baltic to Shields, and thence to New York; she had been aground during the gale, had 5 ft. of water in her hold, and her rudder being unshipped, she was quite unmanageable. The vessel and those on board, with the aid of the Cromer life-boat and the Sheringham beachmen's life-boat, were safely taken to Yarmouth harbour.

SCARBOROUGH.—On the 3rd November, the Scarborough life-boat put off three times and brought safely into port three fishing cobsles and their crews, consisting of 9 men, during a strong N.N.W. wind and a heavy sea. The cobsles were returning from their fishing-ground, and owing to the high seas running round the pier-head, it was feared they would not be able to reach the harbour in safety. The life-boat's crew made no charge for this service to their comrades.

On the 4th of the following month

(December), the brig *Schiedam*, of Middlesborough, bound from Seaham to Southampton with coals, foundered at sea off the Yorkshire coast soon after midnight. The master and crew of 5 men had taken to their longboat a few minutes previous to the vessel going down. While making for the land, the master and mate were washed out of the boat: the latter succeeded in regaining her, but the captain was unfortunately lost. The boat was seen from Scarborough when 4 miles distant from the shore, and as a heavy sea was running out of the Pier Head, it was very doubtful whether the crew could reach the harbour in safety. The Scarborough life-boat was thereupon manned and launched, and reached the boat when it was upwards of 3 miles from the land. When taken into the life-boat, the poor fellows were very much exhausted, and their boat was half full of water.

ORME'S HEAD.—The *Sisters' Memorial* life-boat on this station was called out on service on the 4th November, the Dutch brigantine *Catharina* driving ashore and becoming a total wreck in Llandudno Bay on that day in a strong gale from the N.N.W. and a heavy sea. The life-boat was promptly launched to the aid of the shipwrecked crew, numbering 5 men, all of whom were rescued and safely landed; the vessel soon afterwards becoming a total wreck.

PALLING-BY-THE-SEA, NORFOLK.—Early on the morning of the 6th November, during a gale of wind from the N.N.W., accompanied by blinding showers, a vessel was observed in distress about a mile and a half from this place. The *Parsee* life-boat promptly proceeded to the spot, and gallantly succeeded in saving the crew of 6 men from the vessel, which was found to be the brig *Watermillock* of Sunderland.

Another excellent service was performed by this valuable life-boat on the 17th December. Soon after midnight a vessel was reported on shore at Eccles, about a mile and a half from Palling. It was blowing a heavy gale of wind from the N.W. at the time, and a high sea running. The life-boat was promptly conveyed on her carriage to the scene of the wreck, and was launched about three hundred yards to leeward of the vessel. An attempt was then made to track her to

windward, but the line was carried away, and the men took to the oars, and pulled in the direction of the wreck, against a strong wind and tide. In the meantime the mast went by the board, carrying with it the crew of 6 men, 4 of whom were unfortunately swept away, and met with a watery grave. After a hard struggle the life-boat arrived abreast the wreck and let go her anchor, with the view of veering alongside. Just then the vessel parted in two, and the life-boat men had to shift the anchor several times in consequence of so much wreckage. After several trials, however, they succeeded in saving the master and mate, who were hauled into the boat in a very exhausted condition, and afterwards safely landed at Palling. This service was a very hazardous one, and the life-boat men received much praise for their brave and skilful handling of the boat. The vessel proved to be the brig *Echo*, of London.

DONNA NOOK, LINCOLNSHIRE.—At day-break on the 11th November, the barque *Hannah* of Drobak, Norway, drifted out of the Humber, during a strong wind from the N.W., accompanied by snow and sleet, the weather having been very stormy during the night. Eventually the vessel got amongst the breakers, when both anchors were let go, and all the masts were cut away. The life-boat *North Briton*, on the perilous position of the ship being observed, was taken to windward and launched to the assistance of those on board. Such, however, was the strength of the wind and sea that she was driven to leeward. A second launch was then effected in Grainthorpe Haven, and after a long pull the vessel was reached, and eventually the crew of 9 men were got ashore in safety.

CARMARTHEN BAY.—Intelligence was received here on the 13th November, that a brigantine was in a very dangerous position near Carmarthen Pier and the Cefn Sidan Sands, and she was afterwards seen to be heading northwards, and to be near the breakers. The life-boat *City of Manchester* was at once launched, and proceeded in the direction of the vessel through a heavy sea. Before she could be reached the crew of 8 men had taken to their own boat, and were observed to be making for the Laugharne Sands. They were followed by the life-

boat, into which they were taken, and brought to the Ferryside all safe. Their vessel, which became a total wreck, was the Spanish brigantine *Saint Areta*, bound from Santander to Swansea with copper ore.

WHITEHAVEN, CUMBERLAND.—On the 14th November the brigantine *Elizabeth*, of Drogheda, when off St. Bee's Head, during a gale of wind and in a very high sea, lost her mainmast, foretopmast, &c., and hoisted a signal of distress, whereupon the *Elizabeth* life-boat quickly proceeded to her and found that she required the aid of a steam-tug. Accordingly the life-boat burnt blue lights as a signal for a steamer, waited by the vessel until the tug had arrived, and then accompanied her into harbour.

BARMOUTH, NORTH WALES.—A large vessel was observed on the outer end of St. Patrick's Causeway, about twelve miles from the shore on the 19th November, and two boats from her were seen to be making for the land. It was blowing fresh from the north-west at the time. The Barmouth life-boat *Ellen* was promptly taken out to meet the boats, and fortunately succeeded in getting outside the broken water before they had arrived at the bar, on which a heavy sea was breaking, which they could hardly have passed through in safety. Some of the 17 men in the two boats were then taken into the life-boat, part of whose crew went into the boats and steered them ashore, all landing in safety. The vessel was the barque *Medoc*, of Bordeaux, 604 tons, Roux, master, bound from Havannah to Liverpool, with a cargo of sugar. She had gone on the Causeway at two o'clock in the morning. Afterwards she floated off nearly full of water, drifted to the southward, and ultimately sank off Aberdovey.

REDCAR, YORKSHIRE.—The brig *Dawson*, of Newcastle, went on the Long Scarr Rocks off this place during a gale of wind and in a heavy sea on the 23rd November. The life-boat *Burton-on-Trent* proceeded out to her, and was the means of saving 6 of the shipwrecked crew. Previous to the arrival of the life-boat 3 men had attempted to get to the shore in the ship's boat, which capsized, and 2 of them were unhappily drowned, the third man being

rescued by the ship's crew after he had been a quarter of an hour in the water.

The same life-boat also performed a noble service on the 2nd December, in saving at great risk the crew, consisting of 3 men, of the sloop *Frances Mary*, of Inverkeithing, which vessel became a total wreck on the Redcar Rocks during a strong northerly wind and in a very heavy sea. The old Redcar life-boat put off as well as the *Burton-on-Trent*, but after contending for some time with the heavy seas, the latter boat reached the scene of the wreck half an hour before the old boat. There was, however, not sufficient water where the vessel lay among the rocks to enable the life-boat to get alongside her, and a portion of the crew of the boat then waded between the reefs to her, some of them being up to their necks in water, and eventually the poor shipwrecked men were got into the life-boat and were safely landed.

BALLYWALTER, COUNTY DOWN.—The schooner *Brenton*, of Fowey, was observed with signals of distress flying, on the Skull Martin Rock, near Ballywalter, on the 4th December. The wind was blowing very fresh from N. to N.E., and a heavy sea was running at the time, rendering it impracticable for any ordinary boat to put off to the vessel's assistance. The life-boat *Admiral Henry Meynell* was thereupon promptly launched, and brought safely ashore the vessel's crew of 5 men. The poor fellows had to descend a rope from the jibboom to reach the life-boat. The weather subsequently moderating, the vessel was also taken safely into harbour.

PORTHCRAWL, S. WALES.—On the 5th December, the schooner *Loretta*, of Bilboa, was seen drifting toward the sands eastward of Porthcawl. There was a strong gale blowing from W.S.W. at the time. The Porthcawl life-boat put off, and brought ashore the master's wife, the captain and crew refusing at first to quit their ship. Soon afterwards, however, the position of the vessel became so perilous that signals of distress were shown, and the life-boat again put out, through a heavy sea, and rescued the crew of 11 men and a pilot, bringing them ashore in safety.

KINGSGATE, KENT.—The steamship

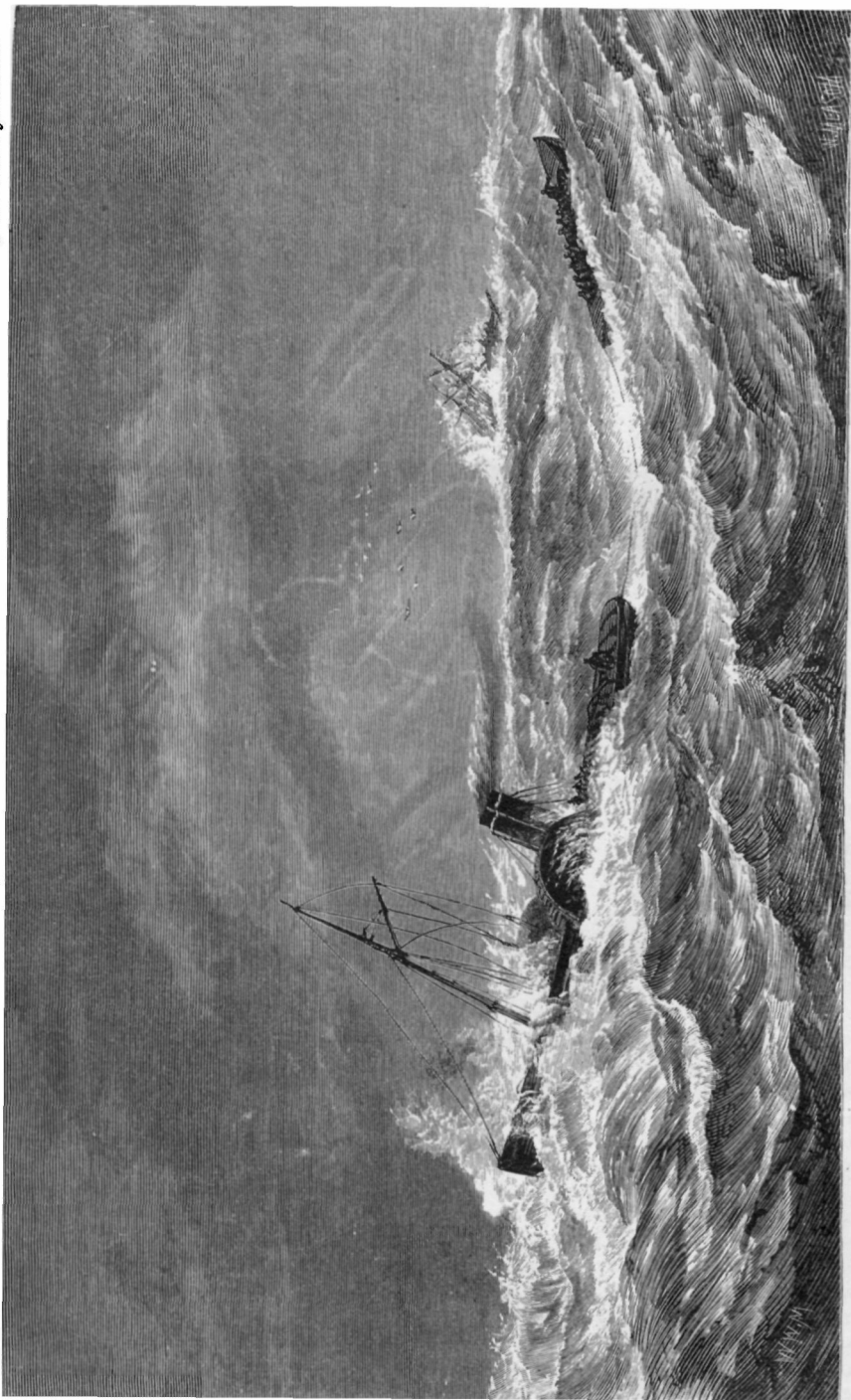
Anglian, of Dublin, was stranded during heavy weather on the "Main," under the North Foreland lighthouse, on the 7th December. The Kingsgate life-boat put off, but her services were at first declined. Afterwards, however, the master requested the crew to board his vessel and assist in getting her from her dangerous position. This was done, and the vessel was afterwards towed into Ramsgate Harbour by the steam-tug *Aid*.

HOLYHEAD.—On the 13th December, the *Princess of Wales* life-boat on this Station went off to the assistance of a vessel reported as being in distress in the harbour of refuge at this place, she having dragged her anchors near the Breakwater. It was quite dark, and the wind was blowing a heavy gale from the S.W., and it was raining hard. With the assistance of a steamer and the life-boat the vessel, which proved to be the schooner *Merlin*, of Llanelly, having a crew of 4 men, was rescued from her very dangerous position.

LOWESTOFT.—On the 14th December the schooner *Adina*, of London, was totally wrecked during a strong gale from the S.W. and heavy sea, near the East Holm Buoy, on the Corton Sand, off Lowestoft. The *Laetitia* life-boat at the latter place was launched and succeeded in saving the whole of the vessel's crew, 8 in number. The sea broke very heavily over the schooner, and she soon afterwards went to pieces. The neighbouring life-boat, the *Sisters*, at Pakefield, also went off with the view of rendering assistance to the same vessel.

Ten days afterwards the *Laetitia* life-boat went out in tow of the steam-tug *Rainbow*, and succeeded in rescuing the master and crew of the schooner *Agathe Scheibert*, of Stettin, which was wrecked on the Holm Sand during a strong N.E. gale. When the life-boat reached the Sand, on which a heavy sea was breaking, it was found that the wreck was full of water, and the poor shipwrecked men were only too glad to avail themselves of the aid of the life-boat.

NEWQUAY, CORNWALL.—At daybreak on the 20th December, the Austrian barque *Suez* was observed riding at anchor with signals of distress flying, about three miles and a half east of Newquay. The life-boat



LIFE-BOAT IN TOW.

at that place was quickly launched, and found the vessel in a very critical position, with nearly all her sails blown away. The crew had attempted to leave in their long-boat, but as soon as it was launched over the side it got stove in, and was rendered entirely useless. The men, 10 in number, were, however, brought safely ashore in the life-boat.

RHYL, N. WALES.—The schooner *Jessie*, of Liverpool, was stranded off Rhyl, during a gale of wind from N.N.E., on the 22nd December. She had been observed running before the wind with masts gone and sails flying about in all directions. The *Morgan* tubular life-boat went out, and brought ashore the crew of 3 men. The sea was making a clean breach over the wreck when the life-boat arrived alongside.

HAYLE, CORNWALL.—On the same day the schooner *Vigilant*, of Hayle, was seen in distress during bad weather, and in a heavy sea, on the western spit of Hayle Bar. The Oxford University life-boat *Isis* stationed at that port was launched, and succeeded in rescuing the vessel's crew of 5 men. The schooner soon afterwards became a total wreck. Great skill and courage were shown by the gallant coxswain and crew of the life-boat in rendering this service, which was performed while the weather was intensely dark, and while a heavy sea was rolling on the bar.

SEATON CAREW, DURHAM.—During a heavy gale from the N.E. on the same day the brig *Mary Young*, of West Hartlepool, grounded on the North Gare Sandbank at the entrance of the Tees, a mile and a half south of Seaton Carew. The *Charlotte* life-boat at the latter place was conveyed to the spot, launched, and brought ashore the vessel's crew of 8 men. A strong gale from E.N.E. was blowing at the time. On the afternoon of the same day the life-boat again went out to the schooner *Daisy*, of Berwick, which was seen dragging her anchor, a tug making vain efforts to get near her. The vessel was found abandoned; and after some difficulty she was towed up the Tees to Middlesborough.

DROGHEDA, IRELAND.—On the 23rd December the brig *Englishman*, of Working-

ton, and the schooner *Louisa Jane*, of Drogheda, while running for the river Boyne, became unmanageable through a sudden change of the wind, and drove on the South Bull in a heavy sea. The life-boat *Old George Irlam of Liverpool*, immediately proceeded to them, and found the brig had injured her stern-post, and that the water was gaining on her rapidly. The master and crew of 5 men, therefore, at once availed themselves of the services of the life-boat, and were landed all safe. The schooner's crew preferred to remain by their vessel, as she was not leaking, and the tide was ebbing.

RAMSGATE.—The valuable life-boat, the *Bradford*, on this Station, in conjunction with the steam-tug *Aid*, put out, on the 23rd December, during a strong N.E. gale, to the rescue of the crew of the ship *Providence*, of Waisa, which was totally wrecked on the South-East Calliper Sands. On arriving within fifty fathoms the anchor was let go, and the life-boat was veered down towards the vessel's port quarter, 3 or 4 of the crew being seen on that part of the wreck. A hawser was then got on board from the life-boat, and the captain made an attempt to slide down the rope; but when halfway a heavy sea swept him off. Happily, however, he was rescued, and got into the life-boat. The ship was now fast breaking up, the masts and spars falling overboard. One of the crew followed the master's example by sliding down the hawser; he also was swept away, but, happily, was afterwards saved by the life-boat. There now only remained 1 man and a boy on the wreck, and the former made a rope fast round his body, and plunged into the sea; but notwithstanding every exertion was made to save him, he was unfortunately drowned. The poor boy was then the only one left, and his screams to the life-boat men to save him were heartrending. For half an hour the brave fellows made every effort to do so; at last a tremendous sea struck the ship, nearly broke her in two, and the lad was washed overboard. The cable of the life-boat was then cut, and she steered clear of the wreck, when providentially the boy floated near the boat, and was rescued. He was apparently dead; but after some time, the men succeeded in bringing him to. The life-boat then returned, in company with the steamer,

to Ramsgate. Twelve of the vessel's crew had left her in their boat during the night, and it was feared had met with a watery grave; but fortunately they were saved by a passing vessel.

The same life-boat and two steam-tugs also succeeded, with much difficulty, in rescuing the ship *Constantia*, of Bremen, and her crew of 26 men, that vessel having grounded on the Goodwin Sands, in a heavy gale of wind, with heavy snow-storms, on the 26th December. On this occasion a very heavy ground-swell rendered it difficult to get the life-boat alongside the ship; and in doing so one of the life-boat men fell overboard, and was with difficulty rescued.

DOVER.—On the 23rd Dec. the steamer *M. E. Clarke*, of London, went on the Mole Rocks outside Dover Harbour during a heavy N.E. gale. On her signals of distress being observed, the *Royal Wiltshire* life-boat was taken to the centre of the bay on her carriage, and launched through a heavy sea. She quickly proceeded through the broken water in the bay to the rocks, and took off the vessel's crew of 12 men.

TYNEMOUTH, NORTHUMBERLAND.—The schooner *Viscount Macduff*, of Macduff, N.B., while entering the harbour of Tynemouth during the night of the 26th December, was struck by a heavy sea, which washed overboard the captain and one of the crew, who were at the wheel at the time. She almost immediately afterwards grounded on the rocks off the Spanish Battery, where the steamship *Stanley* was lost a few years since. The Tynemouth No. 2 life-boat was quickly launched through a tremendous sea, and rescued the remaining 4 men of the crew, who were in a sad state of terror and exhaustion. It was a fearful night, with wind, snow, thunder and lightning combined.

On the 30th December the Tynemouth No. 1 life-boat, the *Constance*, went off, through a tremendous sea, in consequence of distress signals being shown from a large vessel, which proved to be the ship *Lady Carter*, of Liverpool. The wind was blowing a hurricane from the S.S.E. at the time, and the tow-line of the vessel having parted while she was rounding the South Pier buoy, she was in great danger of driving on to the advanced base of the North Pier, but was fortunately brought up with two anchors. The life-boat, at

the earnest request of the captain, whose wife was on board, remained by the vessel six hours, when the ship was taken in tow by two steamers, after slipping both her cables. The launching and getting out the life-boat was attended with much danger, for there was great fear of her being also driven on to the North Pier.

WHITBY.—At daylight on the 27th December the brigantine *Lutha*, of Leith, was observed off Whitby with loss of masts and sails, and otherwise disabled, and with signals of distress in her rigging. The Whitby No. 1 life-boat went off to her assistance and brought ashore the crew of 6 men.

BALLYCOTTON, CO. CORK.—The brig *Edwardino*, of Genoa, was stranded during a terrific gale from the S. on the Northern Strand of Ballycotton Bay, on the 30th December. The life-boat *St. Clair* went off twice, and on the second occasion rescued the vessel's crew of 10 men, afterwards landing them in safety. The first time the life-boat was blown on shore, with the loss of five oars, after having been nearly upset. She was, however, quickly launched again, and went off in gallant style to the rescue. While this service was being performed another vessel went down, and her crew unfortunately perished.

GREAT YARMOUTH.—On the same day the barque *Spectator*, of Whitby, was observed from Yarmouth to part from her cables, and after coming into collision with another vessel, to drive in the direction of the Scroby Sands. The *Mark Lane* life-boat went off under sail, and after great difficulty succeeded in boarding the ship, and in assisting to bring her and her crew of 9 men to a place of safety.

NORTH SUNDERLAND, NORTHUMBERLAND.—A sudden gale from the S. sprung up at this place on the 30th December, and during its height three fishing cobs were observed in distress. The life-boat *Joseph Anstice* went out, and having got the boats in as safe a position as possible, took off the crews, consisting of 12 men, and brought them ashore.

MEVAGISSEY, CORNWALL.—Also on that day, the brigantine *Girondin*, of Bordeaux, stranded during a strong gale from the

S., and in a heavy sea, on the Par Sands, on the Cornish coast. The *South Warwickshire* life-boat was launched, and succeeded in rescuing the crew of 6 men. In the performance of this service, the brave life-boat men were for a very long time subjected to most severe exposure and fatigue. In launching the boat, she was, on the first occasion, thrown broadside up the beach by the breakers. Being replaced on her carriage, a second launch was effected with better success. When nearing the vessel, the boat, with drogue out, was driven for half a mile through a heavy, breaking sea. The master of the wrecked vessel spoke in glowing terms of the conduct of the life-boat and her crew, and the peril to which they were exposed. He and his crew were

clinging to the rigging of their ship, which, although she was aground a long way inside the bar, had the sea dashing furiously over her; and he said that as the boat crossed the bar, three successive seas broke over her, and completely buried her each time from view; but she at once recovered herself, the water being all self-ejected in a few seconds. The life-boat men were perfectly benumbed by the cold and exposure, and they returned by land to Mevagissey, leaving their boat at Par until the next day.

[The services performed by the life-boats of the Institution during the past year (1870), will be found detailed in the List of Rewards given in the Annual Report of the Institution, published on the 1st May last, pages 43—52.]

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

ISLE OF WHITHORN, N.B.—On the representation of Divisional Officer, C. W. M. S. MCKERLIE, Esq., of the Coast-guard, and the recommendation of the Inspector of Life-boats, the NATIONAL LIFE-BOAT INSTITUTION has formed a life-boat station on the Isle of Whithorn, in Wigtonshire. There is a 'race' off the port, with a very heavy sea in it at some times of tide and states of weather, and it was considered that a life-boat would sometimes be the means of saving life on occasions of shipwreck occurring in the locality. A very well-built and substantial boathouse has accordingly been erected in an excellent position, which will enable the life-boat to be launched on either the east or west side of the island as circumstances may require. The boat sent is provided with a carriage, and it is 33 feet long, 8½ feet wide, and rows 10 oars. The expense of the life-boat establishment is the gift to the Institution of a benevolent lady residing in Edinburgh, and at her request the boat is named the *Charlie Peek*. In September, 1869, the life-boat was forwarded by the Great Northern and continuous railways to Newton Stewart, the nearest railway station to its destination—the Glasgow and South Western, and Portpatrick Railway Companies, kindly giving it a free conveyance over their line. On

the 27th September, the boat, under the charge of Capt. D. ROBERTSON, R.N., the Assistant-Inspector of Life-boats to the Institution, was taken in procession through Newton Stewart and different villages in the neighbourhood, receiving a most enthusiastic reception. It remained that night in the grounds of Galloway House—the seat of the Earl of GALLOWAY, the patron of the branch. Unfortunately the next day, which had been fixed on for the demonstration on the occasion of the inauguration of the life-boat station, was very wet; nevertheless, the boat was met outside Whithorn by a large procession, and escorted to the Island by large numbers of people, who there saw the boat named by Lady ISABEL STEWART, and very successfully launched. The usual experiments were then gone through with it, and its qualities fully and satisfactorily tested, the coxswains and crew being much pleased with the boat's behaviour. Subsequently a dinner was held, and the toasts which were then given to the Institution, and the benevolent donor were vociferously cheered. The healths of the coxswains and crew were also proposed; and the assistant coxswain, Mr. JOHN NICHOL, in conveying their thanks, said, "We can assure you we are very proud to form the crew of the fine boat that has been launched to-day,

and if at any time, unfortunately, our services should be required, it will be our earnest endeavour to do our duty, in the hour of danger, for the salvation of life."

ISLE OF ARRAN, N.B.—The NATIONAL LIFE-BOAT INSTITUTION has formed a life-boat establishment on the Isle of Arran, on the west coast of Scotland. The life-boat is stationed at Kildonan, where a very heavy sea is encountered, to meet any contingencies that might arise amongst the large number of passenger and trading vessels that are constantly passing the Isle on their voyages to and from the Clyde. The Society has sent there a fine 10-oared life-boat, 32 feet long and $7\frac{1}{2}$ feet wide. It has a transporting-carriage, and a well-built boathouse has been erected on the beach at Kildonan, opposite Pladda Island and lighthouse, for it. The boat and carriage were conveyed to Ardrossan in May last over the lines of the London and North Western and Glasgow and South Western Railway Companies, the last-named company giving them a free conveyance. Capt. D. ROBERTSON, R.N., the Assistant-Inspector of Life-boats, met the boat at Ardrossan, whence it was towed to Lamlash without charge, by steamer, on board which the carriage and gear were taken, the master of the steamer, Capt. BROWN, and his crew readily affording all the assistance in their power in getting the boat and carriage to their destination. On the boat being tried at its station, both on the 6th and 7th May, the crew were much pleased with it. The expense of this life-boat establishment was munificently defrayed by an English lady residing in Berkshire, this being the fourth boat she has presented to the Society. The Arran life-boat is named the *Hope*, at her request.

CLOVELLY, NORTH DEVON.—A life-boat station has been formed by the Institution at the fishing-village of Clovelly, on the north coast of Devon. About eleven months since a shipwreck occurred near that place, and considerable risk was run by those who were fortunately enabled to effect the rescue of the crew by means of an ordinary open shore-boat; and although wrecks are not frequent in the bay, yet large ships are sometimes endangered in

it, and there is a long distance between the adjoining life-boat stations at Bude Haven and Bideford; the place was therefore chosen as a life-boat station by the Society, there being a sufficient number of men to work the boat. A substantial boat-house has been erected, and a new 32-feet 10-oared life-boat provided by Mrs. BOETEFEUR, of London, in memory of her late husband, ALEXANDER BOETEFEUR, Esq., who was an active member of the Committee of Management of the NATIONAL LIFE-BOAT INSTITUTION, and one of its most munificent benefactors. The life-boat is named the *Alexander and Matilda Boetefeur*, at the request of Mrs. BOETEFEUR.

The station was publicly inaugurated on the 18th June last. The Inspector of Life-boats and the crew of the boat proceeded that morning to the Fremington railway station, and from that place the life-boat was rowed and sailed to Clovelly, a distance of fifteen miles. On arriving there it was found that the small local population and visitors had assembled to welcome the boat, the village being decorated with flags, and everything practicable done to manifest an appreciation of the gift of the life-boat. The customary ceremonies were then gone through with the boat, which, before the launch, was named by Mrs. CHICHESTER, the wife of the vicar of Clovelly, the vicar himself offering up a suitable prayer on behalf of the life-boat.

PALLING-BY-THE-SEA, NORFOLK.—The Institution has, in compliance with the urgent request of the beachmen, in addition to the self-righting boat, placed a large sailing life-boat on the Norfolk plan at this station, for service on the Hasborough Sand Bank, about eight miles distant, one of the most dangerous banks on this coast—this station being most favourably situated for rendering service to vessels in distress on that Sand. The life-boat is 40 feet long, $11\frac{1}{2}$ feet wide, and pulls 14 oars. It was placed on its station in September last; the whole expense of the life-boat equipment and new house provided for their reception being met from the "British Workman" Life-boat Fund, collected from amongst the readers of the publication of that name, through the kind and valuable co-operation of the Editor, T. B. SMITHIES, Esq., HENRY FORD

BARCLAY, Esq., Mr. JOHN PALLETT, and other friends. A very pleasing demonstration was organized by the residents of this little village on the occasion of the new life-boat being placed there: triumphal arches with appropriate mottoes had been erected, numerous flags were flying, the two life-boat houses had been very tastefully decorated, and altogether the place presented a very gay appearance, and about two thousand people assembled from different parts to do honour to the occasion. The Earl of SHAFTESBURY specially proceeded to Palling from London on behalf of the contributors, presented the life-boat to the Institution and named it the *British Workman*, Mr. SMITHIES and a large number of friends afterwards going afloat in the boat. On their return to shore, a breakfast was given to a large party who were subsequently addressed by Lord SHAFTESBURY. The Palling life-boat men were also each presented with a hymn-book with his signature in it, and those men and the crews of the Hasbrough and Bacton life-boats, with their wives, were also entertained at breakfast. The day was very fine, and altogether everything passed off in the most satisfactory manner.

SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

THE Thirty-second Annual Meeting of this philanthropic Institution, which is supported entirely by voluntary contributions to assist destitute persons cast away upon our coasts, was held on the 26th May last at the Mansion House, the Right Hon. the LORD MAYOR of London in the Chair.

Amongst those present were—Admirals, Hon. J. DUNCOMBE and Sir W. H. HALL, K.C.B.; Captains Royal Navy, Hon. FRANCIS MAUDE, V.P., HENRY McC. ALEXANDER and W. H. SMOONS (Second Secretary); Revs. HUGH ALLEN, D.D., and A. S. HERRING; Capts. MORRIS, CARR, and DASHWOOD; Esquires G. A. BROGRAVE, V.P., WM. STUART, V.P., G. J. ABBOTT, and A. BAKER, together with many ladies, amongst whom were the LADY MAYORESS with her daughters.

The LORD MAYOR, after having at some length dwelt on the great value of the Society, which had peculiar claims on the merchants and shipowners of London and other ports, called on FRANCIS LEAN, Esq., R.N., the Secretary, to read the Annual Report, in which reference was made to the fearful war which had been raging on the Continent. Allusion was also made to the heavy

gales which had ravaged our coasts during the past year, spreading, as they had done, destruction amongst our shipping, accompanied with appalling loss of life. These disasters were especially numerous on the N. E. coast of England, and had been brought home by the Public Press to every heart. However, it was gratifying to know that, on such melancholy occasions, the value of this great and national Society was prominently brought forward. Its mission then commenced in succouring the distressed sailor, in clothing him, and in sending him home to his family. Thus the Society had relieved shipwrecked persons, natives and foreigners of twelve different nations, and 3,937 widows and orphans of fishermen and mariners, making a total, since the formation of the Society in 1839, of 203,787. There were now 48,258 mariners voluntarily subscribing 3s. each per annum to the Society, and its income during the past year had amounted altogether to 22,661*l.*, in connection with which certain large donors were mentioned, viz.:—HER MOST GRACIOUS MAJESTY THE QUEEN, 25*l.* (annual); "H. D. Y.," 1,000*l.*; A Friend (per the Secretary) 25*l.*; Mrs. HENRY CARR, 25*l.*; R. L. CHANCE, Esq., 21*l.*; Governors and Directors of the London Assurance Corporation, 25*l.*; Miss ADELAIDE WILLIAMSON (from sale of work), 29*l.* 10*s.*; Proceeds of Basket, per Mrs. MAYNARD (Liverpool), 25*l.*; LADY LAWLEY, 50*l.*; Mrs. C. SMITH, 20*l.*; Trustees of the late WM. THORNGATE, Esq. (per HENRY COMPIEGNÉ, Esq.), 20*l.*; Mrs. HENRY KEMBLE, 25*l.*; Mrs. CHOLMLEY, 25*l.*; Dowager Marchioness of WESTMINSTER, 20*l.*; Capt. A. A. G. DASHWOOD, 30*l.*; Committee of the Odd Fellows and Foresters' Fête, Ipswich, 20*l.*; and THOMAS BRADBERRY, Esq., 300*l.* Great Northern Railway Stock.

Several legacies to the Society had also been announced during the past year.

In the Report the Committee referred to the efforts of the Society in granting rewards for saving life on the high seas and on the coasts of the British Colonies, and drew attention to the Royal Alfred Aged Merchant Seamen's Institution, established through the medium of the Society at Belvedere-on-Thames. It was satisfactory to know that 80 poor men were now happily lodged within its walls, and that a large number of other seamen were receiving small out-pensions to keep them in their declining years.

The Report also drew attention to the little quarterly periodical of the Society called *The Shipwrecked Mariner*, and concluded by stating that 9,675 persons suffering from the perils of the deep during the past year, through the blessing of God and the benevolence of the supporters of the Society, had their sufferings materially alleviated.

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

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

THURSDAY, 5th Jan., 1871: THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

The Committee expressed their deep sympathy with JOHN WALTER, Esq., M.P., on the occasion of the death of his eldest son, JOHN WALTER, Esq., who unhappily perished while nobly attempting to save his brother and cousin, who had fallen through the ice into Bearwood Lake, on the 24th December.

Read and approved the Report of Captain J. R. WARD, R.N., the Inspector of Life-boats to the Institution, on his recent visits to Brighton, Shoreham, Worthing, Selsey, West Wittering, Hayling Island, Bembridge, Brighstone Grange, Brooke, Poole, Chapman's Pool, Kimeridge, and Weymouth.

Also the Report of Captain DAVID ROBERTSON, R.N., the Assistant-Inspector of Life-boats to the Society, on his recent visits to Llanddwyn, Penmon, Holyhead, Rhoscolyn, Bull Bay, Cemlyn, Moelfre, Llandudno, Rhyl, and Llanddulas.

Also the Annual Financial Statement of the Institution to the 31st Dec., 1871; and ordered that the account-books be sent to the Auditor, for the usual yearly audit.

Reported the receipt of a contribution of 200*l.* from a Friend, per GEORGE HENRY ASTON, Esq., of the Stock Exchange, being the first instalment of a gift to the Institution of the Walmer new life-boat establishment.—*To be acknowledged.*

[Various special contributions and legacies received by the Society during the past month are given in its last Annual Report, published on the 1st May, 1871.]

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

	£.	s.	d.
The late A. S. EVANS, Esq., of Mariesmont, Edgbaston (free of duty) . . .	500	0	0
The late CHARLES STUART, Esq., of Norfolk Street, Hyde Park . . .	200	0	0
The late J. GREENE, Esq., of Rodsley House, Gateshead (free of duty) . . .	200	0	0
The late HUGH JONES, Esq., of Beaumaris, in aid of the Penmon life-boat station	25	0	0
The late GEORGE DOUGLAS, Esq., of Penmanner, The Lizard, rever-sionary.			

Decided that the thanks of the Institution be presented to the Right Hon. The EARL VANE, in acknowledgment of his liberality in defraying the entire cost of the new life-boat house at Seaham.

Also that Admiral J. B. McHARDY and Capt. N. DE ST. CROIX, H.C.S., be thanked for their continued valuable co-operation in various ways on behalf of the Life-boat Cause.

Ordered that different works be carried out at the Braunton, Bull Bay, and Llanddwyn life-boat stations.

Read letter from the Dublin Port and Docks Board, of the 3rd Jan., stating that they had decided to increase their annual subscription to the Institution towards the support of the Dublin Bay life-boats from 50*l.* to 75*l.*—*To be thanked.*

Paid 2,901*l.* 10*s.* 4*d.* for sundry charges on different life-boat establishments.

Voted 195*l.* 6*s.* 6*d.* to pay the expenses of various life-boats of the Institution in going off during heavy gales of wind, and saving the crews, consisting of 104 persons, of the following wrecked vessels:—

Brig <i>Thomas and Joseph</i> , of South Shields	10			
Brigantine <i>Amalia</i> , of Stavanger, Norway	7			"
Smack <i>Robert Hellyer</i> , of Hull	4			"
Smack <i>Arbitrator</i> , of Wexford	9			"

Barque <i>Forest Flower</i> , of Scarboro'	15			
Schooner <i>Jessie</i> , of Gourcock	5			"
Smack <i>Dasher</i> , of Cardiff	3			"
Brig <i>Elizabeth</i> , of North Shields	8			"
Smack <i>Pearl</i> , of Ramsey	3			"
Four fishing-boats, of Ferryden	24			"
Brigantine <i>Annie</i> , of Hartlepool	4			"
Schooner <i>Flora</i> , of Margate	5			"
Brig <i>Minerva</i> , of Seaham	7			"

(The particulars of these various life-boat services, and of the rewards granted in each case, will be found detailed in the last Annual Report of the Institution.)

Voted 145*l.* 8*s.* to pay the expenses of the life-boats stationed at Aberystwith, Dungeness, Palling, Barmouth, Broadstairs, North Deal, Maryport, Porthdinllaen, Scarborough, Wexford, Rhyl, Hauxley, and Palling, in either assembling the crews or in putting off in reply to signals of distress from various vessels, which subsequently got out of their dangerous positions without the assistance of the life-boats.

Voted the Silver Medal of the Institution, and a copy of the Vote inscribed on Vellum, to Mr. GEORGE R. SCOTT, boatswain of the ship *Beethoven*, of St. John's, N.B., in acknowledgment of his gallant conduct on the morning of the 16th Oct., 1870, during a gale, and in a heavy sea, in proceeding from his ship over the tow-ropes to the steam-tug, which had her in tow, a distance of seventy fathoms, with a message to the master of the tug, thereby enabling the steamer to extricate the ship and the 40 persons on board from a most perilous position.

Also the thanks of the Institution, inscribed on Vellum, to Mr. SAMUEL FLEMING, Jun., in acknowledgment of his promptitude in jumping off the pier-head at Gorleston, near Great Yarmouth, and saving a man who had fallen into the sea, and who was in imminent danger of being drowned, on the 12th Dec. last.

Also the thanks of the Institution and 1*l.* to Mr. R. ELLIOT, the master of the steam-tug *Pero Gomez*, for rescuing the mate and 4 of the crew of the brigantine *Brigand*, of Faversham, who had taken to their boat on the vessel sinking, after coming into collision with the schooner *Starling*, near Swansea, on the 12th Oct. last.

Also the thanks of the Institution to Mr. THOMAS EVANS, master of the steamer *Prince Cardigan*, of Aberayron, and his crew of 7 men, for saving the crew of 3 men of the smack *Primrose*, of Aberystwith, which during a fresh wind foundered near Aberporth Head, on the 28th Nov. last.

Also 3*l.* 5*s.* to some men for assisting, by means of ropes, to save 8 men from the barque *Jesus*, of Bilbao, which during a very strong wind was wrecked in Cymran Bay, on the 23rd Oct. last.

Also 2*l.* to 4 men for rescuing the crew of 4 men of another boat, which during a moderate gale capsized on Trowbreeze Bar, co. Donegal, on the 23rd Sept. last.

Also a reward to 3 fishermen of St. Ives, Cornwall, for saving the crew of 3 men of another fishing boat of that port, which, during a strong breeze, sunk near there on the 30th Nov. last.

Thursday, 2nd February: THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Read and approved the Report of the Inspector of Life-boats to the Institution, on his recent visits to Pakefield, Deal, and Walmer.

Also the Report of the Assistant-Inspector of Life-boats, on his recent visits to Montrose, Greenock, and Troon.

The Most Noble The MARQUIS OF CHOLMONDELEY was personally thanked by the Committee for his continued valuable co-operation on behalf of the Life-boat Cause.

Reported the receipt of a contribution of 500*l.* from "E. P. S." the donor of the Barmouth life-boat, in aid of the general funds of the Institution.—*To be specially thanked.*

[The other special Contributions and Legacies received during the month of January are given in the Annual Report published on the 1st May last.]

Produced Extracts from the following Wills containing Legacies to the Society:—

	£.	s.	d.
The late Miss L. E. MEYNELL INGRAM, of Hoar Cross, Rugeley	300	0	0
The late C. R. TELFAIR, Esq., of Leckhampton Hill, near Cheltenham, Reversionary.			
The late Miss ANN BUCKLE, of York	19	0	0

Read letter from the Rev. JOHN HODGES, Hon. Sec. of the Ballycotton Branch of the Institution, of the 23rd Jan., forwarding a cheque for 20*l.* which he had received, on behalf of the Society, from the Italian Government, in acknowledgment of the services rendered by the Ballycotton Life-boat in saving the crew of the Italian brig *Edwardino*, on the 30th Dec., 1869, as described on page 154.—*To be thanked.*

Reported the transmission to their stations of the new Life-boats for Troon, Ballantrae, and Buckie, N.B.

The Glasgow and South-Western and Great North of Scotland Railway Companies had readily granted free conveyances over their lines to the boats.—*To be thanked.*

Also that the Pakefield new surf Life-boat had been placed on its station, and that the Great Eastern Railway Company had kindly allowed the Transporting-carriage and stores of the boat to be taken free over their line from London to Lowestoft.—*To be thanked.*

Mr. Lewis, the Secretary, reported that he had, on the invitation of the Local Committee, attended the Annual Meeting of the Manchester Branch of the Institution, on the 10th Jan. The Meeting, which was presided over by the MAYOR, who delivered an admirable Address on the occasion, passed off in a very satisfactory manner.

Decided that the Whitby No. 1 life-boat be named the *Robert Whitworth*, after the Treasurer of the Manchester Branch, who had rendered most valuable and important services to the Life-boat Cause.

Also that the thanks of the Institution be presented to Admiral ROBERT CRAIGIE, in acknowledgment of his continued valuable services on behalf of the Institution at Dawlish.

Also to Capt. J. W. D. McDONALD, R.N., and Mr. JAMES McNEIL, for their past kind co-operation as the Honorary Secretaries of the Maryport and Bembridge Branches of the Society.

Also to Mr. BREWSTER, proprietor of the Wolverhampton Theatre and Concert Hall, who had for many years past given the use of his Hall for an annual performance in aid of the funds of the Institution.

Paid 1,297*l.* 8*s.* 10*d.* for sundry charges on various Life-boat Establishments.

Voted the Silver Medal and a copy of the vote inscribed on vellum to Mr. WILLIAM GRANT, the

coxswain, and 8*l.* 18*s.* to the crew of the Margate life-boat for going off while it was blowing hard from the E. on the 21st Jan., and rescuing, after some difficulty, the crew of 6 men of the brig *Sarah*, of Sunderland, which was totally wrecked on the Margate Sands.

Also 1*l.* extra to JOHN JONES, the 2nd coxswain of the life-boat, in consideration of his gallant services on the occasion.

Also 7*l.* 2*s.* to pay the expenses of the Ardrossan life-boat in putting-off, during a S.S.W. gale on the 1st January, and saving the crew of 6 men of the brig *Morning Star*, of Dublin, which had driven on the west side of Horse Island.

Also 11*l.* 17*s.* to pay the expenses of the Boulmer life-boat in going out during a strong gale from the S.E., on the 1st Jan., and bringing ashore the crew of 4 men from the boat of the schooner *Ovalis*, of Macduff, which was wrecked off Boulmer.

Also 13*l.* 15*s.* to pay the expenses of the Wexford No. 2 life-boat in putting off while it was blowing strongly from the S.S.E. on the 4th Jan., and rescuing 16 men from the barque *Paqueta*, of Santander, which had stranded on the Dogger Bank.

Subsequently the crew of the Life-boat assisted in getting the vessel off the bank.

Also 6*l.* 10*s.*, to the crew of the same life-boat for going off on the 5th Jan., and saving the crew of 2 men of the smack *Lark*, of Wexford, which was totally wrecked between the Dogger and Long Banks.

Also 18*l.* 15*s.* to pay the expenses of the Kingsdowne and North Deal Life-boats in putting off, during a gale from the W.S.W., on the 7th and 8th Jan., and, after much difficulty, bringing safely into Ramsgate the Italian brig *Sori*, which had gone on the Goodwin Sands.

Also 7*l.* 13*s.* to pay the expenses of the Wicklow life-boat in going off, during a moderate gale on the 10th Jan., and rendering assistance to the barque *Mexican*, of St. John's, New Brunswick, which was in distress off Wicklow.

Also 8*l.* 16*s.* to pay the expenses of the Cahore life-boat in putting off, while it was blowing from the S.S.W. on the 18th Jan., and rescuing the crew of 5 men of the schooner *Handy*, of Wexford, which had stranded at Poulduff.

Also 17*l.* 1*s.* to pay the expenses of the Montrose No. 1 life-boat in going out, during a strong gale from the S.S.W. on the 18th Jan., and, after some difficulty, saving 3 men from the galliot *Friendship*, of Goole, which had struck on the Annat Bank.

Also 10*l.* 12*s.* to pay the expenses of the Dungarvan life-boat in putting off, during a whole gale from the south on the 15th Jan., and bringing safely ashore the crew of 3 men of the brigantine *Cornhill*, of Dungarvan, which had stranded at Ballinacourty.

Also 8*l.* 6*s.* to pay the expenses of the Ramsey life-boat, in going out during a heavy gale from the S.E., on the 16th Jan., and saving the crew of 4 men from the brigantine *Lady Huntley*, of Maryport, which was in distress in Ramsey Bay.

Also 9*l.* 2*s.* to pay the expenses of the Winchelsea life-boat, in putting off during a strong gale from the S.S.W., on the 16th Jan., and rescuing the crew of 8 men from the brig *Elizabeth and Cicely*, of Guernsey, which had stranded near Rye Harbour.

Also 14*l.* to pay the expenses of the Yarmouth No. 2 life-boat, in going out during a very heavy gale from the S., on the 16th January, and bringing safely ashore the crew of 6 men of the brig *Flora*, of Poole, which had stranded on the North Bank.

Also 11*l.* 6*s.* to pay the expenses of the Bacton life-boat, in putting off while it was blowing strongly from the S.E., on the 22nd Jan., and rescuing 19 men from the ship *Maria*, of Dunedin, which had stranded off Bacton.

Reported the services of the Ramsgate life-boat in going out during a fresh breeze from the W.S.W., on the 7th Jan., and assisting to save the barque *Sea*, of Montrose, and the American ship *Joseph Fish*, which had stranded on the Goodwin Sands.

Voted 175*l.* 17*s.* 2*d.* to pay the expense of the life-boats at Boulmer, Tyrella, Rye, Filey, Lowestoft, Tynemouth, Yarmouth, Gorleston, Kessingland, Pakefield, Porthcawl, and Winchelsea, in either assembling the crews, or in putting off in reply to signals of distress from various vessels which subsequently got out of their dangerous positions without the aid of the life-boats.

Voted 5*l.* to six men forming the crew of the yawl *Refuge*, of Filey, for saving, at much risk, 6 men from the brig *Kirtons*, of Sunderland, which during a gale from the S.W. was totally wrecked on Filey Brigg, on the 5th Jan.

Also 2*l.* to six men for putting off in a coble and rescuing the crew of 4 men of the brig *Elizabeth*, of Perth, which during a gale from the S.E. became a total wreck off Amble, Northumberland, on the 1st Jan.

Also 2*l.* to four men belonging to Gorleston, for putting off in a shore-boat, and saving at considerable risk the crew of 8 men of the brig *William Ash*, of Whitby, which, during a gale from the E., was totally wrecked on the Corton Sand, on the 23rd Jan.

THURSDAY, 2nd March: THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Also the Report of the Inspector of Life-boats, on his recent visits to Bridlington, Sunderland, and Flamborough Head.

Also the report of the Assistant-Inspector of Life-boats, on his recent visits to Ballantrae, Girvan, Liverpool, New Brighton, Southport, Lytham, and Blackpool.

Also a draft of the Annual Report: and decided that arrangements be made to hold the Annual Meeting of the Institution on Tuesday, the 14th March, His Grace the President having kindly promised to take the Chair on that day.

Produced extracts from the following Wills, containing legacies to the Society:—

The late Miss ELIZA NEALE, of Hayes, for the building of a life-boat, to be named the *Pendock Neale*. (Reversionary) 350*l.* Three-per-Cent. Reduced Annuities.

The late DANIEL HOLY, Esq., of Newbold, Derby, possible share of residue.

Reported the receipt of 500*l.* from the Misses HALLAM and Mrs. BIRT, to defray the cost of the life-boat at Selsey, on the coast of Sussex, which was to be named the *Four Sisters*.—*To be thanked; and decided that the boat be so named.*

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

Decided to replace the present life-boat at Dunbarvan by a new boat, 32 feet in length, and 7 feet 6 inches in breadth, it having been found necessary to have a larger life-boat for the use of the station.

Also decided, on the application of the local shipowners, to take into connection with the Institution their two life-boats at Sunderland.

Reported the transmission to their stations of the new life-boats for Kingsdowne, Kent, and Greencastle, Ireland.

The General Steam Navigation Company had readily allowed the first-named boat to be towed free of charge by one of their steamers from London to its destination; and the South Eastern Railway Company had kindly granted a free conveyance to the old life-boat from Dover to London.

Messrs. JOHNSON, GRAINGER, and Co., of Liverpool, had also liberally allowed the Greencastle new and old boats to be taken, free of charge, on board one of their steamers between Liverpool and Londonderry.—*To be thanked.*

Decided, that the Thanks of the Institution be presented to the following gentlemen, in acknowledgment of their valuable co-operation while respectively holding the office of Honorary Secretaries of Branches of the Society—

THOMAS GARWOOD, Esq., Wells, Norfolk; HENRY HICKS, Esq., St. Davids, Pembrokeshire; D. D. LEWIN, Esq., Douglas, Isle of Man; and the Rev. JAMES GURNHILL, Hornsea, Yorkshire.

Also that the condolence of the Committee be conveyed to the family of the late Captain J. D. AGASSIZ, R.N., late Hon. Sec. of the Exmouth Branch of the Institution, on the occasion of his lamented decease.

Ordered, that various works be carried out at the Clovelly, Morte Bay, and Mullion Life-boat Stations, at an expense of 98*l.* 13*s.*

Paid 1,829*l.* 9*s.* 1*d.* for sundry charges on various Life-boat Establishments.

Voted the Silver Medal of the Institution and a copy of its Vote inscribed on Vellum to Mr. PAUL CURNOW, the coxswain, and 13*l.* 3*s.* to the crew of the St. Ives life-boat for putting off, during a strong gale from the N.W. on the 11th Feb., and rescuing 6 men from the brigantine *Queen*, of Youghal, which had stranded on Carrack Gladden Beach.

Also 14*l.* 14*s.* to pay the expenses of the Montrose No. 1 life-boat in putting off, during a gale from the S.S.E. on the 31st Jan., and saving 5 persons from the schooner *Dania*, of Denmark, which was in a distressed condition off Bervie.

Also 10*l.* 8*s.* to pay the expenses of the Dunbarvan life-boat in going off, during a heavy gale from the S.E. on the 1st Feb., and rescuing 5 persons from the brigantine *Margaret*, of Lancaster, which had stranded on Dunbarvan Bar.

Also 4*l.* 18*s.* to pay the expenses of the same life-boat in putting off on the following day and bringing safely ashore 20 persons who had gone aboard the vessel to assist in lightening her, and who were in danger, a gale having suddenly sprung up.

Also 8*l.* 5*s.* to pay the expenses of the Hornsea life-boat in going out during a heavy gale from the N.E., on the 3rd Feb., and saving 15 men from the barque *Martha*, of Arendal, Norway, which had stranded off Hornsea.

Also 15*l.* to pay the expenses of the Holyhead life-boat in going off while it was blowing a gale from the N.N.W., on the 9th Feb., and rescuing, after some difficulty, the crew of 23 men of the screw-steamer *Alexandra*, of London, which had gone on the Clippa Rocks.

Also 44*l.* to pay the expenses of the Bridlington life-boat in putting off several times during a very heavy gale from the S.E., and saving the crews of the following wrecked vessels:—

Barge *Friends Increase*, of London, 4 men saved.

Brigantine *Echo*, of Malden, 6 men saved.

Brig *Windsor*, of Lynn, 6 men saved.

Also one hundred guineas in aid of the local subscriptions for the relief of the widows and orphans of six of the crew of a private life-boat belonging to Bridlington which had been presented to the boatmen by Count *BATHYAN*, and which had, after saving the crews of several wrecked vessels, on the 10th Feb., unfortunately capsized and drowned 6 of its crew.

Also 15*l.* 12*s.* to pay the expenses of the Margate life-boat in going out during a strong gale from E.N.E., on the 10th Feb., and rescuing, after much difficulty, the crew of 9 men of the brig *Thessalia*, of Whitby, which had stranded on the rocks off Margate.

Also 9*l.* to pay the expenses of the Kingsdowne life-boat in going off, while it was blowing strongly from the E.N.E., on the 11th Feb., and bringing safely ashore the crew of 7 men of the barque *Richard and Harriet*, of Hull, which was totally wrecked near Kingsdowne.

Also 10*l.* 13*s.* 6*d.* to pay the expenses of the Filey life-boat in putting off, during a heavy gale from the S.E. on the 10th Feb., and saving the crew of 4 men of the schooner *Mary*, of North Shields, which was dismasted inside Filey Brigg.

Also 20*l.* 10*s.* to pay the expenses of the Tyne-mouth life-boat in going out, while it was blowing a terrific gale from the S.E. on the 10th Feb., and rescuing 7 men from the brig *British Queen*, of London; and 7 men from the brig *Valiant*, of Jersey, which were respectively wrecked on the Sparrow-Hawk Shoal, and on the North Pier Rubble.

Also 21*l.* 18*s.* to pay the expenses of the Hasborough life-boat in putting off, during a gale from the S.E. on the 11th Feb., and taking from the Hasborough Lightship, and landing in safety at Cromer, 15 men belonging to the barques *Launceston*, of Shields, and *Arctic Hero*, of Goole, both of which were wrecked on the Hasborough Sands.

Also 18*l.* 5*s.* to pay the expenses of the Tramore life-boat in going out, during a fresh gale from the S.S.E. on the 12th Feb., and saving 3 men from the schooner *Stranger*, of Newfoundland, which was totally wrecked off Tramore.

Also 8*l.* 8*s.* to pay the expenses of the Fishguard life-boat in going off, during a strong N.N.E. gale on the 21st Feb., and rescuing the crews, consisting of 10 men, of the schooners *Halswell*, of Bridgwater, and *J.W.A.*, of Newquay.

Also 20*l.* to pay the expenses of the Caister No. 1 life-boat in putting off, while it was blowing from the W. on the 22nd Feb., and saving 13 men from the barque *Jane Kilgour*, of London, which was wrecked on the Cross Sand.

Reported the services of the Ramsey life-boat in going off during a fresh gale from the S.S.E., on the 5th Feb., and after much difficulty bringing safely into harbour the schooner *William*, of Liverpool, which was in a distressed condition about four miles west of the Point of Ayre.

Also the services of the Pakefield No. 1 life-boat in going off, while it was blowing strong from the W.N.W. on the 6th Feb., and saving the schooner *Frances*, of Cardigan, which was in distress off Lowestoft.

Also the services of the Bull Bay life-boat in going out, during a strong breeze from the S.S.W. on the 12th Feb., and bringing safely into Amlwch Harbour the schooner *Albion*, of Beaumaris, which was in distress near that life-boat station.

Also the services of the Portmadoc life-boat in putting off, while it was blowing strong from the

W. on the 20th Feb., and assisting to save the ship *River Nith*, of Liverpool, which had gone ashore near the Castle Rock.

Also the services of the Wicklow life-boat in going off, during a N.E. gale on the 21st Feb., and rendering important assistance to the brigantine *Pomona*, of Dundalk, which was disabled off Wicklow.

Voted 245*l.* 1*s.* 6*d.* to pay the expenses of the life-boats at Drogheda, St. Andrews, Exmouth, Hastings, Rye, Winchelsea, Solva, Withernsea, Pakefield, Cleethorpes, Yarmouth, Theddlethorpe, Scarborough, Pakefield, Wexford, Lizard, Porthdinlaen, and Mullion in either assembling the crews or putting off in reply to signals of distress from various vessels, which subsequently got out of their dangerous positions without the aid of the life-boats.

Voted also the thanks of the Institution, inscribed on Vellum, and 10*s.*, to Mr. JAMES GARRIOCK, and 10*s.* each to four other men, for going off in a boat and saving, at some risk, 4 men from the barque *Johan Cesar*, of Hamburg, which, during a strong gale from the S.S.E., was totally wrecked on Aiths Banks, Tetlar, Shetland, on the 28th Dec. last.

Also 4*l.* 10*s.* to some men for putting off in a shore-boat, and rescuing 4 other men, whose boat had capsized off Culkein Drumbeig, N.B., during a strong breeze from the W. on the 25th Oct. last.

Also 2*l.* to three men forming the crew of the steam-tug *Stranger*, of Amble, for rescuing 7 men from the brig *Carina*, of Whitby, which, during a strong S.S.E. gale, sank off Coquet Island on the 11th Feb.

Also a reward to four men for putting off, in a boat, and bringing ashore the crew of 5 men of the brigantine *Edward Jones*, of Waterford, which, during a gale from the S.S.W., had stranded off Castletown, Isle of Man, on the 12th Feb.

Tuesday, 14th March.—The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at the London Tavern, HIS GRACE THE DUKE OF NORTHUMBERLAND, P.C., President of the Institution, in the Chair.

HIS GRACE having opened the Meeting with some suitable observations on the great and national character of the operations of the Institution, its officers for the current year were chosen.

Mr. LEWIS, the Secretary, then read the Annual Report.

The Meeting was then addressed by The Right Honourable The EARL OF DEVON, P.C., D.C.L.; The Right Honourable Sir ROBERT PEEL, Bart., G.C.B., M.P.; The Right Honourable The EARL OF COURTOWN; Admiral of the Fleet Sir GEORGE SARTORIUS, K.C.B.; The EARL PERCY, M.P.; Captain The LORD GARLIES, M.P.; Commander Sir JOHN HERON MAXWELL, Bart., R.N.; Admiral GEORGE EVANS; THOMAS CHAPMAN, Esq., F.R.S., V.P.; the Rev. E. HEWLETT, M.A., Honorary Secretary of the Manchester Branch of the Institution; and Sir EDWARD G. L. PERROTT, Bart., V.P.

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

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

Thursday, 6th April: THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

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

Read also the Report of the Inspector of Life-boats to the Institution, on his recent visits to Bristol, Clifton, Ilfracombe, Morte, Sutton, Chapel, Theddlethorpe, Cleethorpes, Donna Nook, Flamborough, and Skegness.

Also the Report of the Assistant-Inspector of Life-boats, on his recent visits to Castletown, Douglas, Ramsey, Fleetwood, Piel, Seascale, Whitehaven, Maryport, Silloth, Lyme Regis, Sidmouth, and Exmouth.

Reported the receipt of 1,000*l.* on account of the proceeds of the Irish National Life-boat Bazaar, which had been held in the Exhibition Palace, Dublin, during the first week in February, under the patronage of their Royal Highnesses the PRINCE and PRINCESS OF WALES.

Decided that the Lord and Lady Mayoress, and the several Ladies and Gentlemen, who had so zealously assisted at the Bazaar, be cordially thanked, and that the best acknowledgments of the Institution be conveyed to the Bazaar Committee, to THOMAS EDMONSON, Esq., the Hon. Secretary, and to Mr. SAMUEL B. TAYLOR, the Secretary of the Bazaar, for their valuable co-operation in organising and carrying it out.

Decided, on the application of the local residents, and on the recommendation of the Inspector of Life-boats, to place two life-boats at Flamborough Head, one to be stationed on the north, and the other on the south beach, some wrecks having recently taken place in the locality.

Also that one of the life-boats be appropriated to the gift of 680*l.* from a Friend, per Miss CLARA BAKER, of Lowndes Square, to defray the cost of a life-boat station,—the boat being named the *Clara Baker*.

Also that the other life-boat be named the *Gertrude*, and be appropriated to the legacy bequeathed to the Institution by the late J. S. BECKETT, Esq.

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

The late J. S. BULLARD, Esq., of Strood, Kent	£.	s.	d.
	25	0	0
The late WILLIAM SPEIGHT, Esq., of Osset, York (free of duty)	20	0	0

[The other Special Contributions and Legacies received during the month of March, are given in the last Annual Report of the Institution.]

Reported that Mr. THOMAS GARWOOD, Jun., had become the Hon. Secretary of the Wells (Norfolk) Branch of the Institution in succession to his father.—*To be thanked.*

Also that the Rev. E. N. MANGIN had accepted the office of Hon. Secretary to the Newbiggin Branch of the Society, in succession to the late W. J. P. WATSON, Esq. Mr. MANGIN had previously occupied the same office.—*To be thanked.*

Read letter from Sir WILLIAM CLAYTON, Bart., a Member of the Committee of Management of the Institution, of the 25th March, forwarding a copy of a waltz, "L' Aimée," which he had composed for its benefit.—*To be thanked.*

Ordered, that new life-boat houses be erected at Troon, N.B., and at Walmer, Kent, at an expense of 275*l.* 5*s.*

Paid 1,723*l.* 19*s.* 8*d.* for sundry charges on various life-boat establishments.

Voted 6*l.* 14*s.* to pay the expenses of the New-castle (Dundrum) Life-boat in putting off, while it was blowing strongly from the S.S.E., on the 1st March, and saving the crew of 5 men of the brigantine *William*, of Londonderry, which was in distress in Dundrum Bay. Shortly after the crew had been taken off, the vessel sank.

Also 14*l.* 2*s.* 6*d.* to pay the expenses of the Holyhead Life-boat in going out, during a gale from the S.S.W., and assisting a steam-tug, to save the schooner *Eliza*, of Pwllheli, which was in a most dangerous position near the end of the Breakwater at Holyhead.

Also 5*l.* to pay the expenses of the Howth life-boat in going off, during a whole gale from the W. on the 9th March, and rescuing 4 men from a dredging-barge belonging to Howth, which was in a distressed condition near the east pier of the harbour.

Also 12*l.* 10*s.* to pay the expenses of the Fish-guard No. 1 life-boat in putting off, during a N.N.E. gale on the 16th March, and saving the crews of 9 men of the schooners *Ann Mitchell*, of Newquay, and *Carnseu*, of Hayle, which had stranded on the Goodwick Sands.

Also 8*l.* 12*s.* 6*d.* to pay the expenses of the Fleetwood life-boat in going off, in a heavy sea, on the 1st April, and rescuing a soldier, who had been overtaken by the tide, and was in imminent danger of being drowned on the North Warp Bank.

Reported the services of the Ramsgate life-boat in going off, while it was blowing a heavy gale from the E.S.E. on the 16th March, and saving 5 men from the schooner *Lucie Antoinette*, of Nantes, which had gone ashore on the North Sand Head.

Also the services of the Ramsgate and Broadstairs life-boats in putting off, during a strong wind from the N.E., on the 28th March, and rescuing 16 persons from the barge *Idun*, of Bergen, which had gone ashore on the Goodwin Sands.

Voted 17*l.* to pay the expenses of the Broadstairs life-boat on this occasion.

Also the services of the Yarmouth No. 1 life-boat in going out, during heavy gales from the S.W., and bringing safely into harbour the lugger *Echo*, of Lowestoft, and the ketch *Equestrian*, of Port Gordon, which were in distress off Yarmouth, on the 8th and 16th March.

Also the services of the Aldborough life-boat in going off, during a S.S.E. gale, and taking safely into Harwich Harbour the brigantine *Isabella Heron*, of Blyth, which was in a distressed condition off Aldborough.

Also the services of the Newbiggin life-boat in putting off, during a gale from the S.E., on the 10th March, and assisting to bring safely to land 7 fishing-cobles of Newbiggin, which were in distress off that place.

Voted 96*l.* 5*s.* 6*d.* to pay the expenses of the life-boats at Kessingland, North Deal, Porthleven, Penzance, Douglas, Irvine, Rhyl, Porthcawl, Penmon, Wicklow, Kingstown, and Broadstairs, in either assembling the crews or in putting off in reply to signals of distress from various vessels which subsequently got out of their dangerous positions without the aid of the life-boats.

Also 7*l.* 10*s.* to the crew of a Deal galley for putting off and saving, after much difficulty, 2 men from the French brigantine *Girardin*, which, during a gale from the S.E., was totally wrecked near Sandown Castle on the 1st March.

Also 3*l.* to seven men for going off twice in a shore-boat and rescuing 4 men from the schooner *Moses Parry*, of Carnarvon, which, during a whole gale from the N.N.E., had stranded in Fishguard Bay on the 16th March.

Also a reward to two men for putting off in a boat and saving 3 men belonging to the schooner *Active*, of Belfast, whose boat had capsized in Portrush Harbour on the 21st Nov. last.

Also a reward to four men for going off in a shore-boat and rescuing the crew of 2 men of the sloop *One*, of Beaumaris, which, during a fresh wind from the S.W. on the 27th Feb., sank in Menai Straits.

THURSDAY, 4th May: THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Also the report of the Inspector of Life-boats on his visits to the Life-boat Stations at Hunstanton, Wells, Blakeney, Mundestley, Sheringham, Cromer, Bacton, Hasborough, Palling, Winterton, Yarmouth, Caister, Gorleston, Lowestoft, Pakefield, and Corton.

Also the Assistant-Inspector's report on his inspection of the Brixham, Salecombe, Plymouth, Looe, Fowey, Mevagissey, Portloe, Falmouth, Porthoustock, Cadgwith, Lizard, Mullion, Porthleven, Penzance, and Sennen Cove life-boat establishments.

Decided, on the recommendation of the Inspector of life-boats, to replace one of the life-boats at Sunderland, formerly under the management of the Shipowners' Committee, by a new life-boat, transporting-carriage, and equipment, and that a new house be built for them.

Reported the receipt of a contribution of 680*l.* from Mrs. ELIZA FOULSTON, of South Kensington, to defray the expense of that new life-boat establishment at Sunderland, the boat being named the *Eliza Foulston*.—*To be thanked.*

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

	£.	s.	d.
Rochdale Branch, per R. T. HEAPE, Esq.	54	19	6
Miss RAWSON, additional donation . . .	40	0	0
Bristol Mercantile Marine Office, additional collection	17	10	0
<i>Myrmidon</i> , H.M.S., Proceeds of Entertainment given by the Amateur Theatrical Company of that ship, per Lieut. H. N. ALLEYNE, R.N.	10	0	0
<i>Ocean</i> , H.M.S., Proceeds of sale of Racing Cutter presented to the Institution by racing crew of this ship, first commission under Capt. STANHOPE, R.N., per Capt. A. TINKLAR, R.N., and C. H. S. LEICESTER, Esq. .	10	0	0
C. T., a sailor's daughter, produce of sale of needlework, additional . . .	10	0	0
— <i>To be severally thanked.</i>			
Produced extracts from the following wills containing legacies to the Institution:—			
The late Mrs. ISABELLA DAVIDSON, of Conway (duty free)	100	0	0
The late THOMAS WILLEMENT, Esq., of Davington Priory, Faversham, towards a new life-boat for the coast of Kent	50	0	0
The late Miss MARIA CHILDERS, of Doncaster	10	0	0

Reported the death of Mr. POTTO BROWN, of Houghton, near Huntingdon, who for many years past had rendered the Life-boat cause most valuable assistance in the counties of Huntingdonshire and Cambridgeshire by collecting, at considerable inconvenience to himself, about 110*l.* every year, in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION.

Decided that THOMAS BARING, Esq., M.P. for Huntingdon, and Chairman of the Institution, be requested to convey the sincere sympathy of the Committee to the Widow of the late Mr. BROWN.

Also that the condolence of the Committee be expressed to the family of the late Capt. THOMAS SMITH, of the Mercantile Marine Office, Bristol, who had at different times collected a large sum in his office, on behalf of the Institution, from seamen and others.

Decided that various works be carried out at the Dungeness, Great Yarmouth, Porthoustock, and Troon life-boat establishments, at an expense of 325*l.*

Paid 1,872*l.* 18s. 2*d.* for sundry charges on various life-boat establishments.

Voted 9*l.* 7s. to pay the expenses of the Banff life-boat, in going out on the 20th April to the aid of the brig *Trioner*, of Arendal, Norway, which was seen in a distressed condition during a gale of wind from the E.N.E. Happily the life-boat was enabled to save the crew of 9 men shortly before the vessel was wrecked on the rocks to the westward of Macduff harbour.

Also 15*l.* 13s. to defray the expenses of the launch of the Seaton Carew life-boat on the 5th April, when the boat brought ashore 2 men belonging to the schooner *Cynthia*, of Montrose, which had gone on the North Gare Sands during a strong wind and sea. Fortunately the vessel afterwards drifted into deep water, and with the help of a steam-tug was taken to Middlesborough with the crew on board.

Reported also the services of the Ramsgate, North Deal, and Kingsdowne Life-boats, in proceeding off to the Goodwin Sands on the 23rd April, to the aid of the brig *St. Thomas's Packet*, of Blyth, which had stranded on the sands, on which a very heavy sea was then breaking. The life-boats were ultimately enabled, with other assistance, to extricate the vessel and her crew from their very perilous position.

Voted also 31*l.* 3s. 6*d.* to pay the expenses of the Broadstairs, Kingsdowne, Walmer, Southport, and Gorleston life-boats, in either assembling the crews, or launching the boats to the aid of vessels in distress, which were able ultimately to dispense with the services of the boats.

Also the Silver Medal of the Institution, a copy of its Vote inscribed on Vellum, and 1*l.* to Mr. WILLIAM TAYLOR, Chief Officer of H.M. Coast-guard at Dunny Cove Station, Co. Cork, together with 4*l.* to his boat's crew of 4 men, in acknowledgment of their gallant conduct in putting off at much risk of life, in a small boat through a heavy swell, and saving the crew of 8 men of the brigantine *Cecil*, of Liverpool, which during a strong wind from the S.S.W. was wrecked in Rosscarbery Bay, Co. Cork, on the 7th Feb.

Also 1*l.* each to 4 men for putting off in a boat and saving, at some risk, 6 out of 7 men, who had put out from Galley Cove, Co. Cork, during a moderate gale, to bring ashore some floating timber, and whose boat had been capsized by a heavy sea.

Also the Silver Medal, Vote on Vellum, and 2*l.* to GEORGE MCGENIS, late of the barque *Albany*, of London, in acknowledgment of his brave services when that vessel was lost on McCarty's Island, near Cape Clear, during blowing weather on the 29th May, 1870. On that occasion MCGENIS took a small line, and watching his opportunity, jumped overboard and reached the shore, and by means of the line effected a communication with the land, and thus the 9 persons on board the wreck were saved.

