

# THE LIFE-BOAT,

OR

**JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.**

(ISSUED QUARTERLY.)

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## PROPULSION OF LIFE-BOATS.

IN our last number we considered the question as to the application of steam-power to Life-boats, and pointed out what we considered the insuperable difficulties in the way of its use. At the same time, however, we indicated that greater power than can be applied by the use of oars would be a great advantage, although the failures of Life-boats to attain their object were unfrequent, as compared with their numberless successes.

The question then arises, can manual labour be applied in any more advantageous manner than by the use of oars. In considering this question, we must, at the outset, remember that no actual increase of power can be obtained by the use of any machinery, and that all which the science of mechanics can do for us is to vary its application, so that whatever we gain in velocity we must lose in power, and whatever we gain in power we must lose in speed.

There are only two principles of propulsion applicable to vessels floating on the water's surface, viz., that obtained by external pressure on the vessel by the wind, and that effected by a blow or pressure on the water exerted from the vessel itself, as by the paddle, the screw, the turbine wheel, and the oar, unless we include tracking or towing a vessel through a canal or along the bank of a river by horses or other animals or men.

To proceed from the land to sea, we

have then only the choice of the two first-named principles, the second of which is that which is the subject of our present consideration. In each of the modes of applying it, whether by the paddle, screw, turbine wheel, or oar, or by any other that can be devised, the water is used as a fulcrum, and the mechanical law of action and reaction is the source of motion, the reactionary force from the blow or pressure giving, what is, in reality, a backward motion to the vessel, just as the rebound of a ball from a wall or other plane surface is a backward motion caused by a force imparted to it in an opposite direction.

In exerting that force, of any given amount, such as the strength of ten powerful men, all we can do is to enable them to apply it in the most convenient manner and with as small an amount of loss from friction as possible.

In a former number we stated, that although one of the most ancient, if not the most ancient, instrument of hand propulsion, an oar is still the simplest and the most effectual, and that we doubted if it would ever be superseded. At the same time, since the notion that greater force can be exerted and greater speed obtained by rotary instruments, such as the paddle and screw, worked by hand-power, than by an oar, is still tenaciously held and persistently advanced by inventors and others, and as the propulsion of Life-boats, on the success of which life or death so often depends, is a matter

of special importance, the subject ought, undoubtedly, to receive the fullest consideration, and any plans which should hold out the least probability of success, should be practically tested.

We are led to these remarks by the introduction during the present year of a ship's Life-boat, invented and patented by a Mr. HARRIS, of Gravesend, which was tested alongside the *Worcester* training ship, in the Thames, on the 5th of May last, which was favourably reported on at the time, and an engraving of which we here insert, taken from a block furnished by the inventor.

Like all inventors, Mr. HARRIS is most sanguine as to the value of his plan, the principle of which is however no novelty, as many persons have before advocated the use of screws and paddles worked by hand-power, in preference to the oar, and of covered, in preference to uncovered, Life-boats, which two principles are the leading features in this one.

We will not here pronounce an opinion on Mr. HARRIS's boat, which, like everything else, must be put to the test of experience before its value can be known; since, however, it has gone beyond the terminal stage of the majority of inventions, viz., that of a model or drawing, it is but justice to him to state, that he has not only built a full-sized boat and put it through a harbour trial alongside the *Worcester*, to show that, like the Life-boats of the NATIONAL LIFE-BOAT INSTITUTION, it will self-right if upset, but that he has proceeded in it to the Goodwin Sands in a strong breeze. He states that he tried it both under oars and with the screw, each being worked by 4 men, and that he was able to make progress against both wind and sea with the screw when he could make none under oars.

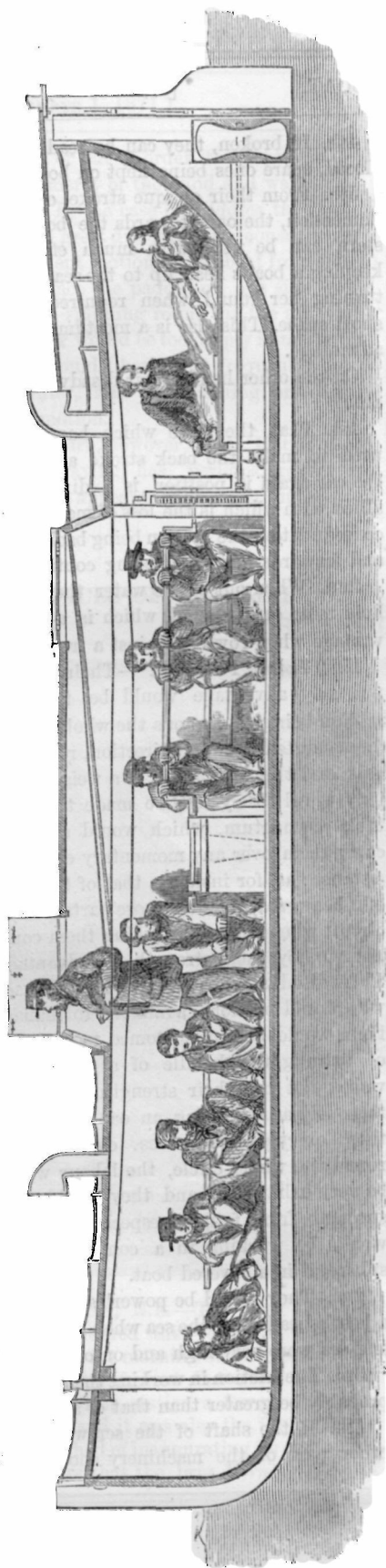
Of course, the whole value of such a trial would depend on the force of the wind and sea at the time, and as to whether the oars were so placed and fitted that they could be as advantageously used as in any good rowing boat, which we have no means of knowing; we

therefore relate the circumstance on Mr. HARRIS's authority alone. The boat in question is small, but of useful size for an ordinary merchant vessel, being 20 feet long by 6½ feet wide and 3 feet 4 inches deep.

Having said this much of this particular boat, we will proceed to comment on the general principle, and to state what appear to us to be the relative advantages and disadvantages of covered and uncovered boats, and of propulsion by oars and rotatory machines.

As far back as 1850, when the then DUKE OF NORTHUMBERLAND offered a prize of 100*l.* for the best plan of a Life-boat, the late Mr. OLIVER LANG, at that time one of our chief naval architects, sent, to compete for it, a model of a boat, which, like Mr. HARRIS's, was covered over or roofed, and was to be propelled by paddles worked by hand power.

Mr. LANG's reasoning on the first head was that, as a boat ordinarily upsets from the admission and settlement of water on one side, with consequent loss of stability, all that was required to counteract this danger was to exclude all water from within the boat, and so to arrange and secure her ballast that, however much she should be thrown on one side, or even if overturned by the sea, she should always recover her natural position. This theory was undoubtedly correct, and the desired effect was readily accomplished; and it is, we think, worthy of consideration whether, in passenger ships going on distant voyages, one or more of the Life-boats might not be covered over or partially so. If, however, entirely covered over, it would be indispensable that a sufficient portion of the roof-deck should be portable and only require to be in its place for safety and protection in gales of wind; for it is evident that to be for any length of time shut up in so small a space in a necessarily crouching or reclining position, and with probably insufficient ventilation, would but be an illustration of the proverb that a "remedy may sometimes be worse than a disease."



#### INVENTOR'S DESCRIPTION.

THE above engraving shows the interior, and persons occupying starboard side of boat. It is entirely covered in from stem to stern, having a raised hatchway, with light, and is propelled by a screw turned by hand, the locomotion and steering being effected beneath the deck. The small additional cost at the outset is nothing as compared with the many advantages derived—by no means the least important of which is that she will always be ready in case of emergency, having oars, mast, sails, and even provisions and water stowed away beneath the deck. Provisions, if hermetically sealed in the lockers, might remain in readiness for years without injury. In addition to this she will carry half as many more men as any open boat of her size, so that her cost of building would thereby be reduced by between 30 and 40 per cent.; and at the same time, by avoiding the necessity of carrying so many boats as at present, her adoption would give additional space on ship's decks, and greater convenience to seamen and passengers.

In coast Life-boats, even if it could be shown that such a boat was safer than an open one, we think it very questionable if the men who work them would consent to be shut up under cover, with no opportunity of seeing and judging for themselves of their whereabouts and of the extent of any danger that they might be called on to encounter. Just as most persons are, naturally, more apprehensive of danger in the dark, when it may be invisible, although close at hand; so, when their boat was thrown nearly perpendicular by a heavy broken wave throwing up the bow or stern, or nearly rolled over by a broadside surf, a Life-boat's crew might imagine that the next moment they might be dashed to pieces on a rock, or that they might be hopelessly drifting into a fatal position from which they could never extricate themselves.

There would probably also be often great difficulty in getting a wrecked crew safely on board, through a small open hatch in the roof-deck of the boat. We have dwelt this much on the peculiarity of roof-covering since it is a general accompaniment of plans for propelling Life-boats by paddles or screws. We will now consider the question of propulsion; and it will be sufficient to enumerate the special advantages of an oar, to show that any other hand-propeller entering the "Lists" to contend with it will meet with a very formidable competitor.

I. "*Oars*."—The peculiar advantages of oars are as follows: 1st. They are constantly in the hands of our coast boatmen, as well as of the crews of ships, and their management is, therefore, not only thoroughly and practically understood, but every muscle of the body which has to be brought into play is strengthened by daily use, which two advantages are undoubtedly of the very highest importance.

2nd. The friction in working them is very slight when they are properly fitted.

3rd. In the hands of practised rowers they can be accommodated to the motion of the sea, so that they can always be used at full power.

4th. If broken, they can be readily replaced, spare ones being kept on board.

5th. From their oblique stroke, on first immersion, the oars towards the bow and stern can be used with much effect in keeping a boat's head up to the sea and in turning her round, when required, in a short space. This also is a most important advantage.

On the other hand, their disadvantages are:

1st. That the force which has to be used to make the back stroke and place the oar again in position is a direct loss, allied with which is the loss of momentum consequent on the motion being backwards and forwards instead of being continuous.

2nd. When out of the water they must hold more or less wind, which is a disadvantage when rowing against a fresh gale.

II. "*Rotary Propellers*."—Their chief if not only advantage would be, that the motion being continuous the whole of the force exerted is in one direction, round an axis, and that by the aid of a weighted or "fly-wheel" they may be made to retain their momentum, which would assist to carry them over any momentary extra resistance: as, for instance, that of the blow of a heavy-sea, and over those parts of their circuit when the men working them could not employ their strength to advantage. Their disadvantages are: 1st. That the men who would be alone available to manage them would be unaccustomed to the work of turning the handle of a winch, and would not use their strength so advantageously as in rowing an oar; whilst, if they exerted themselves continuously, round the whole circle, the labour would be very exhausting, and they would soon succumb from fatigue, especially as they would be working in a confined atmosphere, if in a covered boat.

2nd. They would be powerless to keep a boat's head up to the sea when both wind and sea were very high and on one bow.

3rd. The friction in working them would probably be greater than that of an oar.

4th. If the shaft of the screw or any other part of the machinery should get

broken or out of order, the boat would lie at the mercy of the wind and waves.

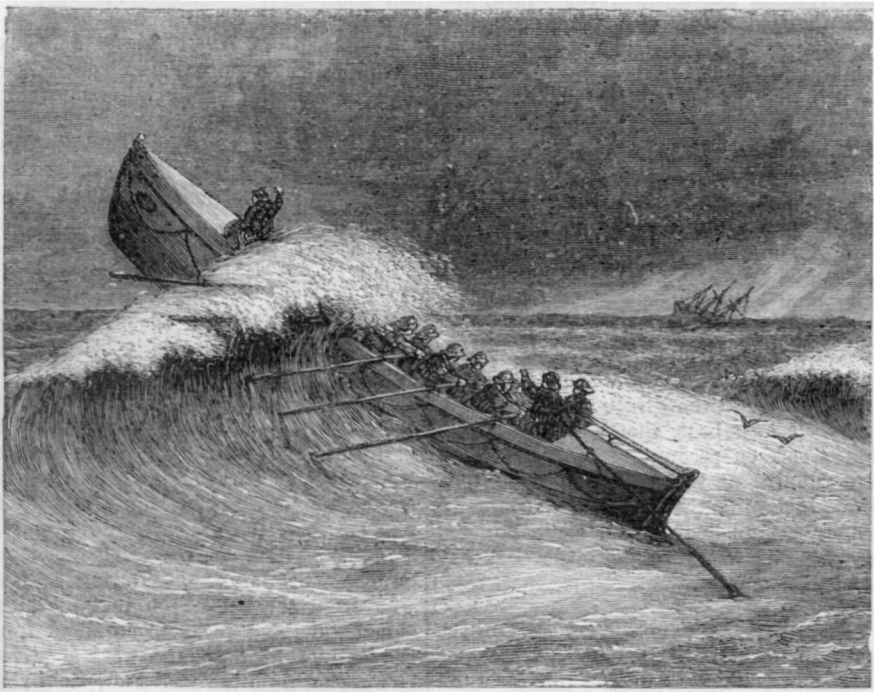
5th. In the case of paddles they would work at great disadvantage, consequent on the violent motion of the boat from side to side; since the paddle on one side would often be spinning round in the air whilst the other would be too deeply immersed. A screw would likewise be frequently out of the water, from the pitching or longitudinal motion.

To return, however, to Mr. Harris's boat. His engraving has, perhaps, rather too much the appearance of a first and -second

class cabin; which social distinctions would be entirely lost sight of at a moment of common danger; but his motive, no doubt, has been to show that even a delicate female, in such a boat, would not only be protected from the inclemency of the storm, from cold and wet, but that she might even be able to lie in a reclining position, in comparative rest and comfort.

As stated above, we pronounce no opinion on the practical value of such a boat, but introduce it to our readers as involving principles deserving careful consideration.

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



ARDROSSAN, N.B.—The first Life-boat service rendered this year was that performed on the morning of the 1st January last, by the Life-boat *Fair Maid of Perth*, placed on this station a few months previously; and it was also the first occasion the boat had of inaugurating its good work. It appears that the brig *Morning Star*, of

Dublin, went ashore on the rocks to the west side of Horse Island, during a strong gale from S.S.W., and soon became a total wreck. The Life-boat was promptly launched about ten o'clock in the morning, and towed by a steam-tug to the spot, when it was found that the shipwrecked men had got on a rock, but that

they could not reach the island. The Life-boat was then towed to windward of the wreck, but even then to drop down to it was attended with so much danger that it was decided, instead, to land some of the Life-boat men on the lee side of the island; and thus they were enabled with ropes to drag 5 of the vessel's crew through the surf; there was 1 other man, but he succeeded in swimming over to the island. The 6 men were then taken to the Life-boat and safely landed at Ardrossan.

**BOULMER, NORTHUMBERLAND.**—On the same day the Life-boat *Robin Hood of Nottingham*, stationed at Boulmer, was called out on two occasions, but the first time, when the schooner *Maid of Tire*, of Inverness, struck and sunk on the North Steel Rocks the services of the boat were not ultimately needed, for by the time she reached the scene of the wreck, the shipwrecked crew, who were compelled to take to their own boat on their vessel sinking, had managed, with great difficulty, to land on the rocks in a very exhausted state from the cold wind and intense frost. The Life-boat men also suffered very much; but, nevertheless, they quickly responded when their services were again called into requisition, a few hours later, on the occasion of the schooner *Oxalis*, of Macduff, striking on the South Steel Rocks and becoming a total wreck. The Life-boat was pulled off towards the vessel, and when about half a mile from it, the crew of four men were met coming in the direction of the shore in their own boat, thereby encountering great risk on account of the very heavy sea running at the time. However, they were taken into the Life-boat and brought safely ashore. The men again suffered greatly on account of the bitter cold they had to encounter.

**WEXFORD, IRELAND.**—Very early on the morning of the 4th January, a vessel was seen on the Dogger Bank, off this coast, on which a rough sea was then breaking. As soon as possible the smaller of the two Life-boats on this station, the *Civil Service*, was got out, and after a long and arduous pull through a heavy surf, arrived alongside, when 2 of the Life-boat men boarded the vessel at much risk, and found the crew of 16 men were desirous to be taken off, who were ac-

cordingly got into the Life-boat and afterwards transferred to the steam-tug *Ruby*, which then came to anchor. At daylight the master and 1 of the crew of the vessel—which was the barque *Paquita*, of Santander, bound thence from Liverpool—were, at their request, put on board their ship again; but in the afternoon the weather looking bad, the Life-boat once more put out, and after two hours hard work brought the 2 men ashore. By the next morning the weather had moderated, and the ship still holding together, a number of labourers were taken out to her in the steamer, the Life-boat remaining alongside in case the weather should change, in which case, her services would have been required to save the men from the stranded vessel. Eventually, after prolonged exertions, the barque was got off the sands on the morning of the 6th January, and taken into Wexford Harbour.

Meantime the *Civil Service* Life-boat had been instrumental in performing another service, for during the squally weather experienced on the afternoon of the 5th January, the smack *Lark*, of Wexford, was reported to have capsized between the Dogger and Long Banks, in a rough sea. The boat was therefore taken to the spot as quickly as possible and found the crew of 2 men clinging to the wreck, and the Life-boat men had the satisfaction of saving them and landing them at Wexford about six o'clock that evening.

**RAMSGATE.**—Several services have been performed this year by the valuable Life-boat on this station, the *Bradford*, in conjunction with her handy and ever-ready consort, the harbour steam-tug *Vulcan*. The first was that rendered on the 7th January. During a fresh wind from the W.S.W. on that morning, signal guns and rockets were fired from the Gull Light Ship, and were answered by a rocket from the East Pier, signifying that, as usual, the Life-boat and steamer were at once coming out to the Sands in response to the signals of distress. On reaching the Light Vessel it was found that a large light, like a burning tar barrel, had been seen in a south-easterly direction, and on proceeding towards the spot the barque *Sea*, of Montrose, was found on the south end of the Goodwin Sands.

There was not sufficient depth of water for the steamer to cross them, so the Life-boat was slipped to windward, and the steamer proceeded round the Head to the eastward of the Sands, and steering as closely as prudent to their edge, and keeping the lead going, they were ultimately enabled, on arriving opposite the vessel, to back in towards her, when the master at once requested their assistance to get his vessel off, as a heavy ground swell was running at the time. With some difficulty the tug's hawser was got on board the vessel just as the Life-boat reached the spot, and, after towing for some considerable time, as the tide flowed the vessel was successfully got off, she striking heavily as she floated, and was taken by the steamer to a safe anchorage in the Downs.

Meanwhile, the Life-boat, on being slipped from the steamer, had proceeded under sail towards another large light, which was found to be shown from the American ship *Joseph Fish*, having a valuable cargo of wheat and flour, and on reaching her the pilot took the assistance of 5 of the Life-boat men, who were put on board, and the boat, as already mentioned, proceeded to the scene of the stranding of the other ship, but on finding that the steamer was able to render her all necessary aid, she returned to the *Joseph Fish*, and at the request of the pilot 3 more men went on board her, as she was making a great deal of water. Two steamers also came to the assistance of the vessel and took a tow rope from either side of her bow, and ultimately she was got off and proceeded in tow of the steamers to the Thames, the 8 Life-boat men remaining in the vessel to assist, and the Life-boat making for the Downs, whence she was towed into harbour by the steam-tug *Vulcan*, after an absence of seven hours.

On the morning of the 16th March, during a strong gale from the E.S.E., and in a very heavy sea, the schooner *Lucie Antoinette*, of Nantes, went on the Goodwin Sands. The Life-boat *Bradford* and steamer *Vulcan* proceeded out to her, and the boat was taken as near as possible to the wreck. She could not, however, get within fifty fathoms, on account of the shallowness of the water on the sands. She then anchored there, and 4 of her brave crew jumped overboard and waded

through the surf close to the vessel, when the crew of 6 men were hailed and asked to come to the Life-boat, but this they would not do. The Life-boat men would not, however, leave the poor fellows, and they, therefore, remained at the spot for about three or four hours, when 5 of the men were prevailed on to leave, and, life-lines having been fastened to them, they were hauled through the surf to the Life-boat. The only one left was the master, and as he could not be induced to come into the boat, the men were compelled, for their own safety, to go back to the Life-boat without him, and as soon as their boat floated they returned to their station. As the tide flowed, and the sea made, the schooner turned over on her broadside, and the sea broke completely over her—and it was concluded that the master must have been drowned. Happily, however, he had lashed himself to the rigging, and a Broadstairs lugger cruising near the sands, on the weather moderating, found him, and brought him ashore in a very exhausted condition. It appeared that, although the hull of the vessel was completely under water, yet, having a cargo of iron, she had righted herself on the sands. The reason the master gave for refusing to leave the vessel with the rest of the crew, was that, being part owner, he thought there might be a possibility of saving her, and, therefore, would not desert her.

RAMSGATE AND BROADSTAIRS.—At day-break, on the 28th March, during a strong north-easterly wind and in a heavy sea, a large barque was seen ashore on the Goodwin Sands with a signal of distress flying. The Life-boat *Bradford* and the harbour steam-tug *Vulcan* were at once despatched to the spot, and on arriving there found the Broadstairs Life-boat, the *Samuel Morrison Collins*, had also just arrived. Both boats then went alongside the barque, which proved to be the *Idun*, of Bergen, bound from Newcastle to Venice with coals. The crew of 14 men, together with the son and daughter of the master, were then taken into the Life-boats; but on returning to shore the boats unfortunately grounded on the sands, where they had to remain three hours until the flood tide made, when they were taken in tow by the steamer, and arrived

safely in Ramsgate Harbour about three o'clock that afternoon.

The master of the vessel afterwards expressed, through the public press, his acknowledgments for the timely services thus rendered to himself and the others on board the wrecked vessel. His letter to *The Times* was as follows:—

WRECK ON THE GOODWINS.

TO THE EDITOR OF 'THE TIMES.'

SIR,—Will you kindly allow me, through your widely-circulated journal, on behalf of myself and crew (16 in all) of the bark *Idun*, 670 tons, of Bergen, Captain Meidell, from Newcastle, bound for Venice with a cargo of coal, wrecked on the Goodwin Sands on the night of the 27th of March, in a strong gale from the northward and eastward, to express my heartfelt thanks and deep sense of gratitude to the brave and gallant crews of the Ramsgate and Broadstairs Life-boats and the Ramsgate steam-tug *Vulcan*, for the invaluable services rendered to us under circumstances of very great distress and danger on the Goodwin Sands, which resulted in the preservation of all our lives?

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 to their own lives (the sea breaking heavily into the boats 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 the boats, on leaving the ship, could not get off the sand, the tide not having flowed sufficiently to enable them to pass through the breakers; they were, therefore, compelled to wait and allow the boats to beat over the sand to leeward through 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 3 p.m. We were received with loud shouts of joy from hundreds of English spectators on the pier, who had assembled to welcome our safety to land. We were then conducted to the Sailor's Home, where refreshments were already prepared in readiness for us, which we found most welcome after an exposure of about 14 hours to wet and cold, and where we still remain for the present. We left the ship full of water, with her mainmast gone, and no prospect of her ever coming off the sand.

Permit me, Sir, in conclusion, to say that too much praise cannot be given to the English nation for the introduction and success which has attended their noble service, the Life-boat Institution, established for the preservation of shipwrecked mariners of all nations.

Your insertion of these my grateful acknowledgments for the invaluable services rendered us will greatly oblige

Your obedient Servant,  
H. C. MEIDELL (Captain of the said  
bark *Idun*).

RAMSGATE, NORTH DEAL, AND KINGS-DOWNE.—On one other occasion since then have the *Bradford* Life-boat and *Vulcan* steamer done good service; this time in conjunction with the North Deal Life-boat *Van Kook* and the Kingsdowne Life-boat *Sabrina*. It was on the occasion of the brig *St. Thomas' Packet*, of Blyth, getting on the Goodwin Sands, during a fresh wind from the W.S.W. and in a heavy sea, on the 23rd April. Fortunately the three Life-boats were enabled, with other assistance, to extricate the vessel and crew from their very perilous position, and the brig, which had on board a valuable cargo of salt and olive oil, was then towed into Ramsgate Harbour by the *Vulcan*.

Earlier in the year, on the 7th January, the Kingsdowne and North Deal Life-boats had also been enabled to render somewhat similar service to the Italian brig *Sori*, except that in this instance the vessel, laden with linseed, was found on the Goodwin Sands abandoned by her crew. The brig had 16 feet of water in her, and all her sails and rigging were much damaged. With the assistance of a steam-tug, however, the crews of the Life-boats succeeded, after great exertions, in getting her afloat, when she was towed towards Ramsgate. She grounded just outside the Pier, and it was not till one o'clock the following morning that she was got into the Harbour. It is a very rare occurrence for a vessel in such a wretched state to be saved from the fatal Goodwins.

One other service has also been performed by the Kingsdowne Life-boat this year, on the 11th February. It appears that during the previous night it had been blowing a gale, and at daylight during a strong breeze from the E.N.E. the barque *Richard and Harriet*, of Hull, bound thence to Pensacola, in ballast, got under weigh, but on attempting to wear she took the beach a little to the south of Kingsdowne. Part of the crew left in their own boat and managed to get safely ashore, but the master and 6 men remained on board. As the flood tide made, however, the seas broke over the vessel, and the Life-boat *Sabrina* was launched to their assistance. Considerable difficulty was experienced in getting alongside, but the rescue was at last effected, and the 7 men landed, and soon afterwards the vessel became a total wreck.



MARGATE. — About half-past three o'clock on the morning of the 25th January, while the wind was blowing strongly from the east, and during a heavy snow-storm, the brig *Sarah*, of Sunderland, bound from that port to Southampton with coal, and having a crew of 6 men on board, went on the Margate Sands. The wreck was not observed from the shore until about noon, the hull of the vessel being under water. As soon, however, as it was noticed, the *Quiver* Life-boat was immediately launched, and proceeded to the spot, when the crew were found to have taken refuge in the foretop. With some difficulty, on account of the heavy sea running alongside the wreck, the 6 men were happily rescued from a watery grave; 2 of the poor fellows were severely frost-bitten in the legs, and it was not without much difficulty and danger that they were got into the Life-boat. However, the efforts of the boatmen ultimately proved successful, and all were safely brought ashore, and the 2 injured men at once placed under medical treatment. The snow was lying some inches deep in Margate at the time. A lugger had attempted to get to the rescue of the Shipwrecked crew, but was unable to get sufficiently near to the wreck, through the heavy breaking seas, to render assistance; and, no doubt, the poor men would have perished in the absence of the noble Life-boat and her gallant crew.

About a fortnight later, the same Life-boat was able to effect the rescue of another Shipwrecked crew. A strong gale from the E.N.E. was experienced there on the 10th February, and, about ten o'clock at night, a vessel was observed burning a tar barrel as a signal of distress, she apparently being on the Walpole Rock. The *Quiver* was at once taken along the shore on her transporting-carriage to the lee-side of the Longnose Rock, and launched through a very heavy surf to the vessel, over which the sea was then breaking. With some difficulty the crew of 9 men were taken off by the Life-boat. The vessel was the brig *Thessalia*, of Whitby. The horses used to draw the Life-boat on its carriage, although used to the work, could hardly be got to take the boat to the water's edge on account of the strength of the wind and heavy rollers setting in, which at times completely covered them.

WICKLOW, IRELAND. — A large vessel with a flag of distress flying, was seen off this place during a gale of wind on the 9th January. On the Wicklow Life-boat *Robert Theophilus Garden* proceeding to her, it was found she had lost her way, and a pilot was thereupon put on board from the boat, and the vessel was taken safely to Dublin. She was the barque *Mexican*, of St. John's, N.B., laden with corn, and bound from New York for Dublin.

On the 21st February, the same Life-boat went out to the brigantine *Pomona*, of Dundalk, which, during a gale from the N.E., was seen driving down Channel in a disabled state and with a flag of distress flying. The Life-boat was immediately launched, and found that the vessel had been in collision with a steamer in Dublin Bay, and had lost all her head gear and had her foremast sprung. The services of the Life-boat men having been accepted, they were enabled to bring her safely to Mizen Head Roads, the wind and tide not allowing them to make for Wicklow. The Life-boat then returned to her station, leaving 2 men on board the vessel, which was ultimately taken to Dublin on the gale subsiding.

CAHORE, CO. WEXFORD. — The schooner *Handy*, of Wexford, bound from Ayr for that port with coals, struck on the Black-water Bank on the evening of the 10th January, during a thick fog, and sprung a leak, when she made for the shore at Cahore, where she subsequently stranded. The crew of 5 men were saved by the *Sir George Bowles* Life-boat, stationed at Cahore, the water by that time being over the cabin floor. A shore yawl had gone out to her, but the sea was so very heavy that she was not able to approach near enough to take the men off.

MONTROSE, N.B. — The ketch *Friendship*, of Goole, having sprung a leak off St. Abbs Head, would not steer and could not fetch a port, and she consequently drifted on the Annat sandbank, off Montrose, early on the morning of the 15th January. The Life-boat *Mincing-lane*, went off through a heavy surf and rescued the crew of 3 men, who would in all probability have been lost had they attempted to land in their own boat.

As it was, on account of the darkness of the night, it took the Life-boat men some time before they could discover the wreck,—and such was the strength of the wind and tide, that the Life-boat could not be pulled back through the surf, but had to be beached about a mile from the Boat-house.

Again, on the 31st January, one of the most gallant of the many gallant Life-boat services that are from time to time recorded took place in the neighbourhood of Montrose. For two days previously a strong gale had blown from the south-east, and a tremendous sea was breaking everywhere on the coast. At daybreak a partially dismasted schooner, which turned out to be the *Dianna*, of Årøskjøbing, in Denmark, was observed to be at anchor in Bervie Bay, about twelve miles north of Montrose, in a very dangerous position. The rocket apparatus from the nearest coast-guard station was soon on the spot, but the vessel being too far from the shore to be reached by it, a telegram was at once sent to Montrose for the Life-boat and a steam-tug to come to the aid of the vessel and crew. As soon as practicable the Life-boat *Mincing-lane* was launched, manned by the well-known and skilled Ferryden fishermen, and was towed to the harbour's mouth, when it was found that the sea on the bar was too heavy to admit of the steamer being taken through it. After some consultation, and an only natural slight hesitation, the coxswain and crew of the Life-boat determined at all risks to cross the bar, if possible, and perform the service without any other aid than that of their own strong arms and wills, and off they went, followed by the anxious gaze and hopes of the spectators on shore. The sea on the bar is said to have been terrific, yet as each broke heavily over the boat, one throwing her almost perpendicularly, she, nevertheless, steadily surmounted them, and when over the heavy lines of surf on the bar her oars were taken in and sail set, and in an hour more she had reached the distressed ship. Owing to the heavy sea it was still a work of no slight difficulty to get her crew on board, who, standing on the stern, had to avail themselves of the brief moments when the boat was raised high on the summit of a wave, and thus, one by one, they jumped into her, and all got safely on board. It had been thought that the

Life-boat would then have had to run to Stonehaven, ten miles further north, with the five rescued men; but fortunately the wind had veered more to the east, and they were enabled to return to Montrose, to the no slight joy and relief of those who, with anxious and wistful eyes, had been watching for her return. The Life-boat's crew were loud in their praises of the behaviour of their boat, both under sail and oars; yet what would be the value of even such boats without the daring courage and skilful management of such men? When the character of this service is considered, against the specially dangerous seas which in on-shore gales of wind break wildly on the bars of all rivers on so exposed a coast, and the long distance of twelve miles on a rocky lee shore, which had to be traversed, it will be readily conceived that it would be difficult to speak in too high terms of the noble courage and hardihood of the brave fellows by whom it was performed.

DUNGARVAN, CO. WATERFORD.—On the night of the 15th January, three vessels which were at anchor in Dungarvan Pool were driven on the rocky shore at Ballinacourty, the wind blowing a whole gale from the S. at the time. Two of them got so close to the shore that they did not require any assistance; but the third, the brigantine *Cornhill* of this port, had the three men who were on board saved by the *Christopher Ludlow* Life-boat, which promptly put off on observing the perilous position of the vessels.

On the 31st January the brigantine *Margaret*, of Lancaster, was driven on Dungarvan Bar during a heavy southeasterly gale. The Life-boat went off to her, but could only get within two hundred yards of her, for the sea on the bar was so heavy, and the gale so strong, that the boat was driven back, and three of the rowing-crutches were forced out of the gunwale: they were, however, replaced by spare ones, and subsequently three attempts were made to reach the vessel, all of which, however, were unavailing, and the men, most reluctantly, were compelled to return to the shore. However, the shipwrecked men remained safely on board until the sea somewhat moderated, when the Life-boat was again launched, and was then enabled to bring the 5 men ashore. In regard to the failure of the

boat on the first trial, it is only right to mention that, in the opinion of the Local Committee and the master and owner of the ship, the cause was the want of force in the boat, which was a small six-oared one; and they considered that the crew of the Life-boat did their utmost on the occasion. As a sufficient number of men could now be depended on to work a larger boat, and the fishermen at Ballinacourty not hesitating to go out in the Life-boat in the roughest weather, which was not the case when the Life-boat Station was founded some years since, the Local Committee recommended that a larger boat should be supplied; which request has been acceded to by the Institution, and a fine ten-oared boat sent in the place of the other.

Meanwhile a few days afterwards the small Life-boat had been called on to proceed once more to the assistance of those on board the brigantine *Margaret*. After the 5 men were landed by the boat in the first instance, and the weather had moderated, the vessel was boarded by the master and crew and 15 other men who were engaged to throw the cargo overboard to lighten the ship, in the hope that she might then be got off the bar. The wind, however, increased, a heavy sea got up, and the position of those on board became very perilous, and thereupon signals were made for the aid of the Life-boat. The boat at once went out, and proceeded alongside, when the coxswain proposed to take 10 men off the wreck at first; but all were so apprehensive of the vessel's breaking up, that the whole of the men, 20 in number, crowded into the boat, the master being the last to leave his ship. The Life-boat then had 29 men on board, including her own crew, but all were safely landed. On the way to the vessel a heavy sea broke into the Life-boat, but the water was speedily self-ejected through the patent valves, with which most of the Life-boat Society's boats are fitted.

This was the last service the small Life-boat was called on to render, and thus nobly did she finish her career of mercy, having, during the time she was on her station, been instrumental altogether in saving 54 lives from different wrecks.

RAMSEY, ISLE OF MAN.—During a southeasterly gale the brigantine *Lady Huntley*,

of Maryport, parted from both her anchors and went ashore in Ramsey Bay before daybreak on the morning of the 16th January. As the tide made the vessel was gradually covered, until at high tide only her topsailyard was above water. She had come ashore a considerable distance from the harbour, and not being able to burn any light, and the night being very dark, nothing was known of the wreck until daybreak, when the crew of 4 men were observed clinging to the rigging, from which perilous position they were soon rescued by the *Two Sisters* Life-boat.

About three years since this Life-boat was placed at Ramsey through the aid of the Manchester Branch of the Institution, and she has since then been of inestimable benefit to the crews of distressed vessels.

On the 5th February a very gallant service, which challenged and secured the admiration of the town, was performed by the same valuable Life-boat. It was blowing a fresh gale from the S.S.E., when a vessel which entered the harbour reported a schooner in distress four miles to the west of the Point of Ayre. The crew of the Life-boat with much alacrity assembled, and the boat proceeded in the direction indicated through a heavy sea, when the schooner *William*, of Liverpool, was discovered in a leaky state, riding at anchor in a most dangerous situation. Some of the crew of the Life-boat went on board and assisted the 2 men and a boy who formed the crew of the little vessel, and an effort was made to navigate her into Peel; but this failed. Eventually, however, the wind having shifted to the W., the Life-boat arrived in Ramsey Harbour with the schooner and those on board, after the boat had been absent for about twenty-three hours.

Again, on the 20th Aug., during a south-westerly gale, the Life-boat proceeded to the schooner *Rapid*, of Preston, which had a signal flying for assistance, her sails being torn, and her anchors not holding. On arriving alongside, the master requested the Life-boat crew to remain and assist in repairing sails, &c; and accordingly they did so, and afterwards got the vessel under weigh, and succeeded in taking her, and her crew of 2 men, safely into harbour.

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### THE WRECK REGISTER AND CHART FOR 1870.

THE Board of Trade has recently published the *Wreck Register* of the United Kingdom for the past year. As usual, it is a most interesting document, conveying much useful information on a subject of national importance.

On the present occasion that department has made an attempt to consolidate the whole foreign and home wreck statistics into one book; but inasmuch as our object is to enlarge on the facts connected with the disasters which took place on our coasts and seas during last year, we shall confine our observations to that part of the *Register*.

It may, however, be well to mention here that this home document embraces the cases which have happened in waters within 10 miles from the shores of the United Kingdom; in waters within any bays or estuaries; in waters around any outlying sandbanks which are dry at low water; in the seas between Great Britain and Ireland; and between the Orkney and Shetland and Western Islands and the mainland of Scotland.

In comparing the casualties recorded in the later years with those of earlier years, it should be borne in mind that, owing to the great importance of the facts, involving the loss of life and the destruction of hundreds of thousands of pounds sterling of property, the casualties have constantly been more and more accurately reported to the Board of Trade.

We find that the number of wrecks, casualties, and collisions from all causes on and near the coasts of the United Kingdom and in the surrounding seas, reported in 1870, is 1,502, or 612 less than the number reported in 1869, and less than the number reported in any year since 1864, and is 360 below the average of the last five years. The site of every one of the disasters can be clearly traced on the accompanying *Wreck Chart*, which also shows the stations of the numerous Life-boats which the NATIONAL LIFE-BOAT INSTITUTION has happily been enabled,

through the munificence of the public, to place all round our coasts wherever it is practicable to plant one.

It should, however, be remembered that the number of wrecks, casualties, and collisions reported may possibly increase from year to year, owing to the increase in the number of ships frequenting our coasts and narrow adjoining seas; whilst the particular number for any one year will be increased or diminished according to the prevalence or absence of gales of remarkable violence and duration.

This remark is strikingly illustrated on analyzing the records of the past twenty years, and dividing them into four periods of five years each, as will be seen from the following Table, giving a detailed list for each year:—

|      |       |                                  |       |
|------|-------|----------------------------------|-------|
| 1851 | 1,269 | Annual Average<br>for Five Years | 1,068 |
| 1852 | 1,115 |                                  |       |
| 1853 | 832   |                                  |       |
| 1854 | 987   |                                  |       |
| 1855 | 1,141 |                                  |       |
| 1856 | 1,153 | Ditto . . . .                    | 1,252 |
| 1857 | 1,143 |                                  |       |
| 1858 | 1,170 |                                  |       |
| 1859 | 1,416 |                                  |       |
| 1860 | 1,379 |                                  |       |
| 1861 | 1,494 | Ditto . . . .                    | 1,538 |
| 1862 | 1,483 |                                  |       |
| 1863 | 1,664 |                                  |       |
| 1864 | 1,390 |                                  |       |
| 1865 | 1,656 |                                  |       |
| 1866 | 1,860 | Ditto . . . .                    | 1,862 |
| 1867 | 2,090 |                                  |       |
| 1868 | 1,747 |                                  |       |
| 1869 | 2,114 |                                  |       |
| 1870 | 1,502 |                                  |       |

In Oct., 1859, there was the *Royal Charter* gale, and a loss of 343 ships. In Jan., Feb., and Nov., 1861, there were N.E. and S.E. gales, which added 460 to the number of wrecks, &c. In Jan., Oct., and Dec., 1862, there were westerly gales, with upwards of 540 wrecks, &c.; and in Jan., March, Sept., Oct., Nov., and Dec., 1863, there were westerly gales, with 930 wrecks, &c. In Nov., 1864, there were 264 wrecks, &c., with the wind chiefly in the S.S.E. and S.W., but owing to the absence of any special gales of remarkable duration and violence in 1864, the total number in that year was 274 below the number in 1863. In 1865 the gales of Jan., Feb., and March, and Oct., Nov.,

and Dec., gave 766 wrecks, &c. In 1866 the gales of Jan., Feb., and March, and Oct., Nov., and Dec., gave 793. Of this number 279 occurred in Jan. The most serious disasters occurred on the 11th Jan. Of the shipping in Tor Bay on that day 61 vessels were either totally lost or seriously damaged, and 35 lives were lost from these 61 vessels. There were also numerous minor casualties. The fearful shipping disasters in Tor Bay and other ports in 1866, will ever make it memorable.

In 1867 the heavy gales experienced in the months of Jan., March, April, October, Nov., and Dec. added 980 wrecks and casualties to the list, and the whole of the wrecks, &c., reported in those months exceeded by about 400 the number reported during the same months of the previous year. 902, or about three-sevenths, of the wrecks, &c., of 1867 occurred in Jan. and Dec., and 251 occurred in March. With the exception of the month of Dec. 1863, when 466 wrecks and casualties took place, the numbers for each of the three months stated above are higher than for the corresponding months of any previous year. The most serious gale of the year 1867 was that which commenced on the 1st Dec., and continued until the 3rd; during the continuance of this gale 319 lives were lost, and 326 vessels lost or damaged. Of this number 146 vessels are reported to have been lost or damaged on the 2nd Dec. From the direction of the wind, which blew principally from the N. and N.N.E., this gale proved most disastrous to vessels on the east coast, and to fishing smacks on the Dogger Bank and other fishing grounds in the North Sea.

In the year 1868 one of the most serious gales occurred on the 22nd and 23rd Aug., a month in which our coasts are seldom visited by heavy gales, and the number of wrecks and casualties reported during that month was more than double the number recorded during the same month in any previous year.

In the year 1869 a gale from N.N.E., and N.E., which caused great destruction

to shipping, occurred on the 15th and 16th June. The most serious gale of the year 1869 occurred on the 19th Oct., when the direction of the wind was from N. to N.E.

Few gales of remarkable force and duration occurred during the year 1870, and to this may perhaps be attributable the reduction in the number of wrecks and casualties. The most serious gale of the year commenced on the 12th Oct., and during that and the following day 99 wrecks and casualties are reported to have occurred. The direction of the wind during the two days was from S.E. westerly to N.W.

The gales of 1870 were chiefly from the following directions, *viz.*—Jan., from S.W. to W.; Feb., from E.N.E. to S.; March, from N.E. to E. During April no serious gale occurred. In May a gale occurred with the wind from S. to W.S.W. During June and July no serious gales occurred. In Sept. a gale occurred with the wind principally from S.W. to W. The Oct. gales were from N.E. southerly to N.N.W.; Nov., from S.W. to W.N.W.; and Dec., from E. to S.E. The two latter months are this year remarkable for the almost entire absence of serious gales. During these two months only sixteen wrecks and casualties are reported to have occurred on or near the coasts of the United Kingdom, with the wind at force 9 and upwards.

The month in which the greatest number of shipping disasters occurred was Oct., when 399 vessels came to grief.

The number of ships lost or damaged in the 1,502 wrecks, casualties, and collisions reported as having occurred on and near the coasts of the United Kingdom in 1870 was 1,865, representing a registered tonnage of upwards of 404,000 tons, and having on board crews numbering 16,348 men and boys. The number of ships in 1870 is less than the number in 1869 by 729. The number of ships reported is, as has been formerly stated, in excess of the number of casualties reported, because in cases of collision two









# WRECK CHART OF THE BRITISH ISLES FOR 1870.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT  
LIFE BOAT STATIONS.

● SIGNIFIES A CASUALTY.  
✕ REPRESENTS A LIFE BOAT.

Scale of Nautic Miles

10 0 50 100



or more ships are involved in one casualty. Of the 1,865 ships 1,552 are known to have been ships belonging to Great Britain and its dependencies, with British certificates of registry, and 271 are known to have been ships belonging to foreign countries and states. Of the remaining 42 ships the country and employment are unknown. Of the British registered ships 1,101 were employed in the British coasting trade, and 451 were employed in the (over sea) foreign and home trade. Of the ships belonging to foreign countries and states, 14 employed in the British coasting trade met with casualties.

Of the total number of wrecks, &c. (1,502), reported as having occurred on and near the coasts of the United Kingdom in 1870, 361 were collisions, and 1,141 were wrecks and casualties other than collisions. Of these 1,141 wrecks, strandings, and casualties other than collisions, 411 were wrecks, &c., resulting in total loss, and 730 were casualties resulting in partial damage more or less serious. The whole number of wrecks and casualties other than collisions on and near our coasts reported in 1869 was 1,653, or 512 more than the number of wrecks, strandings, and casualties, other than collisions, in 1870.

It appears that there were 411 total losses from causes other than collisions, on and near the coasts of the United Kingdom, in 1870. Of these 160 happened when the wind was at force 9 or upwards (a strong gale), and are classed in the returns as having been caused by stress of weather, 63 arose from defects in the ship or in her equipments (and of these 63 no less than 28 appear to have foundered from unseaworthiness), 77 appear from the reports made by the officers on the coasts to have been caused by inattention, carelessness, or neglect; and the remainder appear to have arisen from various other causes.

Of the 730 casualties, *i. e.*, cases of partial damage, from causes other than collisions, on and near the coasts of the

United Kingdom, 350 happened when the wind was at force 9 or upwards (a strong gale), and are included as having been caused by stress of weather; 154 arose from carelessness; 74 from defects in the ship or her equipments; and the remainder appear to have arisen from various other causes.

The total number of ships which, according to the facts reported, appear to have foundered or to have been otherwise totally lost on and near the coasts of the United Kingdom from unseaworthiness, unsound gear, &c., in the last ten years, is 528; and the number of casualties arising from the same causes, during the same period, and resulting in partial damage, is 586—facts which reflect the greatest discredit on us as a nation.

In 1870 there were on and near the coasts of the United Kingdom 83 wrecks and casualties to smacks and other fishing vessels. Excluding these 83 fishing vessels, the number of vessels employed in the regular carrying trade that have suffered from wreck or casualty on our shores during the year was 1782. If this number be again subdivided, it will be found that nearly half of it was represented by vessels of the collier class, chiefly employed in the coasting trade; and for the six years ending 1870 the number was more than half.

During the past ten years disasters to comparatively new ships on and near the coasts of the United Kingdom show a very high proportion to the whole number. During the year 1870, 130 wrecks and casualties happened to nearly new ships, and 307 to ships from 3 to 7 years of age. Then there were wrecks and casualties to 366 ships from 7 to 14 years old, and to 518 from 15 to 30 years old. Then follow 206 old ships from 30 to 50 years old. Having passed the service of half a century we find very old ships wrecked in proportion to their numbers. Thus 49 disasters occurred to ships between 50 and 60 years old, 20 from 60 to 70, 4 from 70 to 80, 5 from 80 to 90, and 1 old coasting vessel was upwards of 100 years



old. The ages of 259 wrecks last year were unknown.

The following is an interesting table, as it shows the number of casualties on and near the coasts of the United Kingdom, which were attended with loss of life during the past ten years—distinguishing British and foreign vessels and giving the number of lives lost:—

| YEARS.               | BRITISH VESSELS.                    |                       | FOREIGN VESSELS.                    |                       |
|----------------------|-------------------------------------|-----------------------|-------------------------------------|-----------------------|
|                      | Vessels wrecked, with loss of Life. | Number of Lives lost. | Vessels wrecked, with loss of Life. | Number of Lives lost. |
| 1861 . .             | 170                                 | 705                   | 30                                  | 179                   |
| 1862 . .             | 130                                 | 617                   | 16                                  | 73                    |
| 1863 . .             | 129                                 | 533                   | 22                                  | 87                    |
| 1864 . .             | 96                                  | 475                   | 12                                  | 41                    |
| 1865 . .             | 147                                 | 597                   | 17                                  | 101                   |
| 1866 . .             | 172                                 | 792                   | 27                                  | 104                   |
| 1867 . .             | 245                                 | 1,106                 | 34                                  | 227                   |
| 1868 . .             | 177                                 | 720                   | 19                                  | 104                   |
| 1869 . .             | 183                                 | 800                   | 23                                  | 133                   |
| 1870 . .             | 101                                 | 676                   | 23                                  | 98                    |
| Totals for ten years | 1,550                               | 7,021                 | 223                                 | 1,147                 |

It will thus be seen that, during the past ten years, 8,168 lives have been lost on our coasts from 1,778 of the wrecked vessels; while, in the case of the remaining vessels, totally or partially lost in the same period, reaching the very large number of 19,014, it is gratifying to know that no loss of life resulted therefrom.

We observe that of the 1,865 vessels lost or damaged on and near the coasts of the United Kingdom in 1870, 69 were rigged as ships, 195 were steamships, 481 schooners, 276 brigs, 234 barques, 199 brigantines, and 124 smacks; the remainder were small vessels rigged in various ways. Of the 1,865 vessels referred to, 790 did not exceed 100 tons burden, 659 were from 100 to 300 tons, 304 were from 300 to 600 tons, and 112 only were above 600 tons burden.

As usual, the greatest number of wrecks occurred on the East Coast, as will be seen from the following list, to which we have appended a column showing the

average per centages of the disasters on the different parts of the coasts:—

| Parts of the Coasts.                                                                                                                                    | No. of Wrecks. | Per Centage. |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--------------|
| EAST COAST: Dungeness to Duncansby Head (inclusive) . . .                                                                                               | 701            | 46·67        |
| WEST COAST: Land's End to Mull of Cantyre (inclusive) . . .                                                                                             | 412            | 27·43        |
| IRISH COAST . . . . .                                                                                                                                   | 163            | 10·85        |
| SOUTH COAST: Dungeness to Land's End (exclusive) . . .                                                                                                  | 148            | 9·86         |
| North and West Coasts of Scotland, from the Mull of Cantyre to Duncansby Head; including the Northern Islands, Hebrides, Islay, Orkney, Shetland, &c. . | 46             | 3·06         |
| Isle of Man, Scilly Islands, and Lundy Island . . . . .                                                                                                 | 32             | 2·13         |
|                                                                                                                                                         |                | 100·         |

We also learn that westerly gales continue to be far more destructive than easterly gales—the most destructive being from south-west.

In 1870, 795 wrecks happened when the wind was at force 6 or under, that is to say, when the force of the wind did not exceed a strong breeze, in which the ship could carry single reefs and top-gallant sails; that 141 happened with the wind at forces 7 and 8, or a moderate to a fresh gale, when a ship, if properly found, manned, and navigated, can keep the sea with safety; and that 492 happened with the wind at force 9 and upwards, that is to say, from a strong gale to a hurricane. In other words, 795 happened when the wind was such that a ship could carry her top-gallant sails; 141 when a ship ought to be well able to hold her course; and 492 with the wind at and above a strong gale.

We also observe that 427 vessels were lost last year while under the command of masters who held certificates of competency; and that in 180 other cases the masters held certificates of service. But there is also the distressing circumstance that no less than 819 vessels were wrecked last year that were under the command of persons not possessing, and not required to possess, certificates of competency, in addition to 165 cases where it is not known whether or not the

masters held certificates, and 274 where foreign masters not holding British certificates were employed. It is matters like these that call loudly for legislative interference.

We have already stated that out of the 1,502 wrecks and casualties on our coasts last year, 361 were cases of collision; and on analysing these collisions, we find that 73 involved total loss, while 288 caused partial damage, more or less serious, to the vessels engaged.

The total number of collisions in 1870 (361) happily proves to be 100 less than the number in the previous year, and is 12 below the average (373) of the total and partial collisions during the past ten years.

We observe that 149 of the collisions in 1870 took place in the daytime, *i.e.*, between six A.M. and six P.M.; and 212 in the night, between six P.M. and six A.M.; the numbers for 1869 being 174 for the day, and 287 for the night.

The following short table gives the particulars of the classes of vessels that came into collision with each other last year:

|                                                                                | No. of<br>Collisions. |
|--------------------------------------------------------------------------------|-----------------------|
| Collisions between steam-vessels, both being under way . . . . .               | 19                    |
| Between steamers, one under way, and the other at anchor* . . . . .            | 1                     |
| Between steamers and sailing vessels:—                                         |                       |
| Both under way . . . . .                                                       | 68                    |
| Steamer under way and sailing-vessel at anchor . . . . .                       | 20                    |
| Sailing-vessel under way, and steamer at anchor . . . . .                      | 2                     |
| Between sailing-vessels:—                                                      |                       |
| Both under way . . . . .                                                       | 137                   |
| One under way and one at anchor . . . . .                                      | 57                    |
| Collisions caused by vessels breaking from their anchors or moorings . . . . . | 57                    |
| Total . . . . .                                                                | 361                   |

A further noticeable feature in regard to these collisions is the fact that only 28 happened in dark weather, while 160 occurred in "clear and fine" weather, 127 in hazy, cloudy, or thick and foggy weather, and 46 in squally or "unknown" weather.

\* This and another such case in Oct. 1857, are the only occasions during the past 21 years in which a steam-vessel at anchor has been run into on our coasts by a steamer under way.

On further searching into the causes of the collisions, we lament to find that 75 were caused by bad look-out, 16 by the omission to exhibit proper lights, 45 by neglect or misapplication of the steering and sailing rules, 17 through want of seamanship, 39 on account of general negligence and want of caution, 47 by error in judgment, 17 through inevitable accidents, and 105 from various other causes.

It will thus be seen that more than one-half of the collisions last year might have been avoided if greater care and skill had been displayed by those who alone are responsible for these sad disasters; and it should not be forgotten that, of the lives lost last year on our shores, 112 perished from the 361 collisions.

As regards the loss of life, the returns show that the number of lives lost from wrecks, casualties, and collisions, on or near the coasts of the United Kingdom, in 1870, was 774. This is 159 less than the number lost in 1869, and less than the number in any year since 1865. Of the lives lost last year (774), 180 were from one vessel—the ill-fated steamer *Cambria*, and 200 were from nine other ships, some of which were several miles from the shore. Thus nearly one-half of the lives lost were from only 10 vessels, the remainder (394) perishing from 114 other ships. Of these wrecks 99 were laden vessels, 18 were vessels in ballast, and in 7 cases it is not known whether the vessels were laden or light. 111 of these ships were entirely lost, and 13 sustained partial damage. Of the 774 lives lost, 105 were in vessels that foundered, 112 through vessels in collision, and 467 in vessels stranded or cast ashore. The remaining number of lives lost (90) were from various causes, such as by being washed overboard in heavy seas, by explosions, &c.

Whilst the greatest number of wrecks, &c., happened on the east coast, the greatest loss of life, during the ten years ended 1870, occurred in the Irish Sea.

The number of lives saved during the past year is, altogether, 4,654. Hundreds

of these were happily rescued from an inevitable death by the Life-boats of the NATIONAL LIFE-BOAT INSTITUTION, whose sphere of usefulness on our coasts is extending every year. It has now a noble fleet of 231 Life-boats under its management, and assists every year in the saving of about 800 shipwrecked persons. Altogether, this great and national Institution has contributed, since its first establishment, to the saving of upwards of 20,000 Shipwrecked sailors.

The Board of Trade maintains in a state of complete efficiency about 290 sets of the rocket and mortar apparatus, which are mainly worked by the Coastguard, whose principal duties, in these peaceable times, consist in helping to save life from Shipwreck.

Again, our coast boatmen and fishermen are ever ready, in their own frail boats, to do nobly their part in the same sacred work.

We have thus attempted to analyze briefly this important *Wreck Register*, and we have seen that death levies a heavy toll on our journeys on the sea.

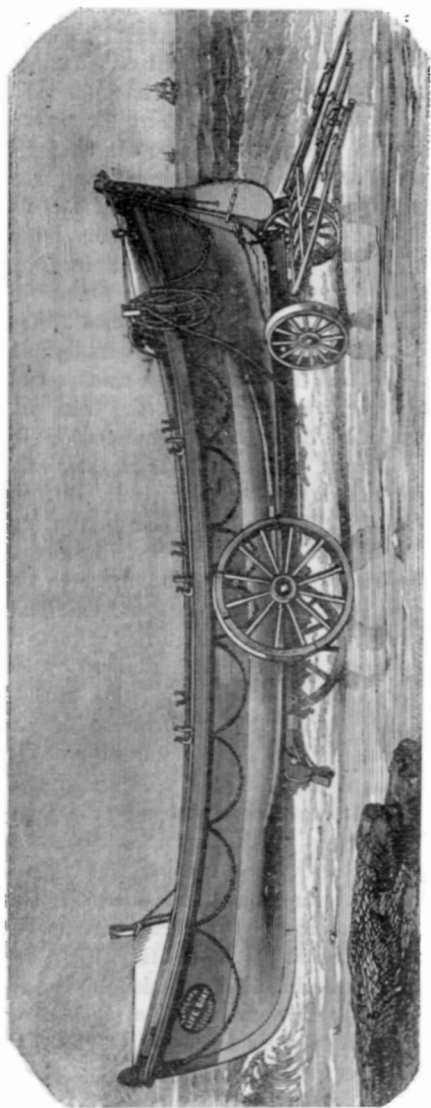
Every one is now familiar with what is done by our noble fleet of Life-boats, the Life-preserving Apparatus of the Board of Trade, and various other means, to diminish the havoc of the stormy waves, and to give safety to the 4,000 or 5,000 poor creatures who suffer from Shipwrecks every year on our coasts.

It is true that no man can quite triumph over the elements. It is inevitable that Shipwrecks will occur, from various causes, in our seas and on our coasts; but we nevertheless maintain firmly that skill and precaution can to a large extent successfully battle with the heaviest storms.

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

SEAHAM, DURHAM.—The seafaring population of this place having expressed a desire to have a life-boat, not only for the sake of assisting the crews of distressed vessels, but also that they might be en-

abled to help pilot and fishing-cobles which often encounter great risk in coming into harbour when caught outside by a heavy sea; the Institution has founded a Life-boat Establishment here. It has also received hearty local co-operation; the Earl VANE readily helping in every way, by providing a site of ground for the life-boat house, and causing the house to be erected thereon at his own expense. The life-boat supplied for use on this very wild and rocky coast is a 33-foot boat, 8½ feet wide, rowing 10 oars double-banked, and furnished with a transporting carriage; the expense of the boat and equipment having been contributed by the Misses CARTER of Harrogate, who had raised the amount within thirteen months by the sale of their needle and other kinds of work at their residence. The boat was, out of compliment to the donors, taken to Harrogate, and exhibited there on the 26th August, 1870, *en route* to its station. It was much admired by the large number of persons who availed themselves of this opportunity of inspecting it; and on the following day a very imposing procession was formed, and the boat was escorted through the principal streets of the town, accompanied by large crowds of people who loudly applauded the benevolent donors. The boat also received a hearty reception on arriving at its destination, the inhabitants of Seaham being anxious to testify their thorough appreciation of the handsome gift to their locality. On the 1st September the life-boat, on its transporting-carriage, and having the crew on board, was drawn from the railway station to the beach in a procession which comprised the Earl and Countess VANE, the Misses CARTER, members of the local Life-boat Committee, and others in carriages; also the Volunteers and their band, Foresters, Odd Fellows, Coastguard, Naval Reserve men, &c. W. R. CARTER, Esq., one of the brothers of the donors, then expressed the gratification his sisters experienced in presenting this life-boat to the Institution and the locality, and their hope that the



boat might do good service when called out to the aid of shipwrecked crews. The Earl VANE, in response, said that the gift was accepted with no small feelings of gratitude by the locality, and that he could answer that the boat would always find a brave crew in the hour of need. Capt. WARD, R.N., Inspector of Life-boats to the NATIONAL LIFE-BOAT INSTITUTION, who represented it on the occasion, added that the Institution had been peculiarly gratified with the benevolence of the

Misses CARTER in making this life-boat gift. The Society had fortunately received a large number of boats from various donors, but none had afforded it more gratification than this one from the Misses CARTER. The Countess VANE then broke a bottle of wine over the boat and named it the *Sisters Carter of Harrogate*; and after a prayer had been offered by the Rev. A. BETHUNE for its future success, it was launched, pulled out to sea, and afterwards capsized in the harbour basin to show its self-righting and other qualities, the crew being well satisfied with their noble boat.

PORTLOE, CORNWALL.—A Life-boat Station has been formed by the Institution at Portloe, in Veryan Bay, application having been made to it to that effect. Local co-operation was promised to the undertaking, a reliable crew was obtainable, and the Inspector of Life-boats joined in the recommendation that a Life-boat might be placed there, it being thought a good intermediate position between the Falmouth and Mevagissey Life-boat Stations, which are some twenty miles apart. A boat 33 feet long, 8 feet wide, and rowing 10 oars double-banked, was forwarded here in September, 1870. It is furnished with a transporting-carriage; and a convenient boat-house has been erected near the water's edge, by the side of the road passing through the village. The Bristol and Exeter, and South Devon and Cornwall Railway Companies very kindly gave this boat and carriage a free conveyance over their lines to the Grampound Road Railway station. The expense of the Life-boat and its equipment were met by a legacy bequeathed to the Life-boat Society by the late JACOB GORFENKLE, Esq., of Liverpool. The legacy, amounting to 500*l.*, was, in accordance with the testator's wishes, paid to the ex-Mayor of Falmouth, Mr. JACOB OLVER, who handed the amount to the NATIONAL LIFE-BOAT INSTITUTION, which had already provided a Life-boat for Falmouth. The Portloe Life-boat, which is named the *Jacob Gorfenkple*, was publicly inaugurated at its station, on the 4th Oct., under the superintendence of

Capt. D. ROBERTSON, R.N., the Assistant-Inspector of Life-boats to the Institution. The local farmers kindly gave the free use of their horses to bring the Life-boat, on its carriage, from the railway-station to Portloe; and the boat was most enthusiastically received by the inhabitants of the different villages and hamlets through which it passed; and after traversing some very difficult roads, it was housed at its station. The next day, in the presence of large numbers of people, who had assembled from different parts, the boat was named by Miss AGATHA JOLIFFE, launched, and put through various evolutions, the Mevagissey Life-boat having come over to welcome the new boat. A deputation from Falmouth attended on the occasion, as well as some of the Mevagissey Local Committee; and in the evening the crews of the two boats were entertained at tea. Portloe Cove being well sheltered from all winds except those from S. to S.E., the Life-boat will almost always have an opportunity of being launched under shelter, and will thus have a good opportunity of getting out to sea when wanted.

ALDBOROUGH, SUFFOLK.—A very fine new Life-boat has been stationed here in the place of the previous boat, which had become unfit for further service. The new boat is one of the largest self-righting Life-boats in the kingdom; it is 40 feet long, 10½ feet wide, and rows 12 oars, double-banked. This Life-boat Establishment had recently been adopted by Mrs. HOUNSFIELD, of Sheffield, that lady having munificently presented the whole value of the establishment to the Institution. At her request the boat is named the *George Hounsfeld*, in memory of her husband. In October, 1870, the new boat was launched for the first time at its station, in the presence of several hundred persons, after it had been named in the usual way by Mrs. DOUGLASS RAMSAY, and a prayer had been offered up by the vicar. The coxswain of the Life-boat has since expressed his opinion that a better boat than this could not be built; it gave the greatest satisfaction last winter in getting off the shore under canvas. It may be mentioned, as a proof of the great stability of this boat, that on the occasion of its harbour trial, it required no less than 57 men to stand along one side to bring the gunwale to the surface of the water.

KESSINGLAND, SUFFOLK.—The beachmen of this place formerly had a large Life-boat of their own in which they had saved several crews, but that boat becoming unseaworthy had to be condemned, and, inasmuch as this station is in a very advantageous position for affording succour to the crews of vessels getting on the south part of the Newcome Sands, during south-westerly gales of wind, the NATIONAL LIFE-BOAT INSTITUTION has provided for it, in addition to its surf Life-boat already stationed there, a large sailing Life-boat on the Norfolk plan, 42 feet long by 12 feet wide, and pulling 14 oars, for which boat a new house has been erected contiguous to the other Life-boat house. The expense of this new Life-boat Establishment was contributed to the Institution by the people of Bolton-le-Moors and its neighbourhood, the amount having been raised through the benevolent exertions of a Local Committee, of whom THOMAS H. WINDER, Esq., acted as the Hon. Secretary, the Bolton Branch having been organised under the auspices of ROBERT WHITWORTH, Esq., V.P., and the Rev. E. HEWLETT, M.A., the zealous Treasurer and Hon. Secretary of the Manchester Branch of the Institution. The inauguration of the new Life-boat Station took place on the 17th November last, in the presence of a number of spectators; a deputation from Bolton, consisting of the ex-mayor, JAMES BARLOW, Esq., JAMES KNOWLES, Esq., J.P., the donor of the Southport Life-boat, and THOS. H. WINDER, Esq., attending on the occasion. Mr. BARLOW, in making the presentation of the boat, referred in suitable terms to the fact that the Life-boats were never without crews of men ever ready to risk their own lives to save those of their fellow sailors in peril through shipwrecks. The gift was acknowledged by the Rector of Kessingland, the Rev. A. B. CROSSE, and by the Inspector of Life-boats to the Institution. The Rector afterwards offered up prayers for the success of the boat, which was then named the *Bolton* by Mrs. BAGOT CHESTER. It was afterwards launched and put through various evolutions, a numerous party, including many ladies, going off in the Life-boat, which is a very handsome one, and much liked by the crew.

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## SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 1st June, 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.

Also the Report of Captain J. R. WARD, R.N., the Inspector of Life-boats to the Institution, on his recent visits to Sunderland, Berwick-on-Tweed, and Holy Island.

Also the Report of Captain DAVID ROBERTSON, R.N., the Assistant-Inspector of Life-boats to the Society, on his recent visits to the Life-boat Stations at St. Ives, Hayle, Newquay, Padstow, Port Isaac, Bude Haven, Clovelly, Appledore, Braunton, Ilfracombe, Morte, Lynmouth, and Burnham.

Reported the receipt of the following special contributions in aid of the funds of the Institution since the last meeting:—

	£.	s.	d.
Settle Branch, per C. BROWN, Esq., additional	115	0	0
Civil Service Life-boat Fund, per J. A. Dow, Esq. additional	67	12	6
Collected on board the Cape Royal Mail Steamship <i>Roman</i> , per Lieut. VVYAN, R.N.R.	30	10	6
Collected at Weston-super-Mare, per Capt. G. BUNBURY, R.N.	21	2	6
Contents of Contribution Box at Well Street Sailors' Home, per Capt. W. H. WEBB, R.N., additional	8	11	4
— To be severally thanked.			

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

The late J. J. TANCRED, Esq., of Pearville Co., Dublin, for a Life-boat, to be named the <i>Sarah Tuncred</i> , and to be stationed near Dublin, residue of his estate, and	1,000	0	0
The late W. H. DEAN, Esq., of Stratford	100	0	0
The late Mrs. ELIZA WATSON, of Loughton, Essex (duty free)	100	0	0
The late J. WINDSOR, Esq., of Ipswich, reversionary	10	0	0

Decided to place a new Life-boat, 34 feet in length, by 7 feet 8 inches in breadth, provided with a transporting-carriage, at Bridlington, in lieu of the present boat on that station, and to appropriate the same to the legacy bequeathed to the Institution by the late JOHN ABBOTT, Esq., of Halifax, for the purpose of placing a Life-boat on the coast of Yorkshire, which boat was to be named the *John Abbott*, after the testator.

Also decided to place an additional Life-boat and transporting-carriage at Sunderland, and to appropriate to the Station the gift of 680*l.* to the Society by Mrs. ELIZA FOULSTON, of the Boltons, London, and late of Plymouth. The boat is to bear the name of the donor.

Reported that a Bazaar had recently been held in Newark, through the kind co-operation of Miss E. SMITHERS, Commander C. PARKER, R.N., and other friends, with the view of raising the cost of a Life-boat, to be presented to the Society.— To be thanked.

Paid 800*l.* 17*s.* 4*d.* for sundry charges on various Life-boat establishments.

Voted 6*l.* 10*s.* to pay the expenses of the Isle of Whithorn Life-boat in putting off, on the 3rd May, and saving 3 persons from the smack *Vale of Conway*. This was the first service performed by the boat, and was a very creditable one to all concerned. It appeared that during a gale of wind the smack was seen in a disabled state at some distance from the land. The Life-boat was at once launched, and proceeded through a heavy sea to the rescue of the crew. The vessel had been seriously damaged by her mainboom breaking adrift, and she sank in deep water. Her own small boat was likewise stove, and all hope of saving their lives had been given up by her crew of 3 men, when the Life-boat appeared on the scene, and conveyed them safely to the shore. Many of the inhabitants of the small port of Whithorn enthusiastically and gratuitously assisted to launch the boat, which was promptly done, and the ready and able crew who manned her reported in the highest terms of her behaviour on the occasion.

The Life-boats stationed at Walmer, Kingsdowne, Scarborough, Blyth, and Arklow, had also been launched, during the month of May, to various distressed vessels; but fortunately the services of the boats were not called into requisition.

Voted 50*l.* 4*s.* to pay the expenses of those launches.

Voted also the thanks of the Institution, inscribed on vellum, and 1*l.* each to Mr. GEORGE DINSDALE, of Blyth, the master of the screw steamer *Bolivar*, and to Mr. JOSEPH STEVENS, mate of the screw steamer *Weardale*, of Sunderland, in acknowledgment of their courageous services in wading into, and swimming a considerable distance through, a heavy surf, with a line, to the assistance of a man whose vessel, the smack *Nimrod*, of Sunderland, had, during a strong wind, on the 9th May, stranded off Blyth, and drifted so far on to a reef of rocks, that it was impracticable for any boat to get near him. Fortunately they managed to reach the poor man, who was found in a most exhausted state, and who soon afterwards became insensible; he was, however, fastened to the line, and was safely hauled ashore, and by careful treatment he recovered. A reward was also granted to some men who managed the lines from the shore on this occasion.

Also 2*l.* to some men for putting off in a boat and rescuing 5 men from the Uist and Barra Packet, which, during a strong breeze from the S.E., on the 11th April, had struck on a rock off Skeirnaclioich, Shetland.

Also 1*l.* 10*s.* to ROBERT FERGUSON and two other men, for saving, by means of boats, 2 men from a fishing-boat, which had capsized off Tynemouth, during a heavy squall from the W., on the 3rd May.

Also 1*l.* to SAMUEL BUDGE, for his services to the crew of the sloop *Britannia*, of Leith, which was wrecked in Kingeshawe Bay, Orkney Island, on the 10th October, 1870.

Also a reward to ANTHONY GOONANE, and his son and daughter, for rescuing, while out in a boat, 3 persons from another boat, laden with seaweed, which was swamped off Tallaghan, Ireland, during a fresh breeze from the S.S.E., on the 6th April.

Also a reward to THOMAS JONES, for saving, from a rock, one of the crew of the barque *Valdarno*, of Arbroath, which was wrecked near Rhoscolyn, Anglesey, during a thick mist, on the 13th April.

Thursday, 6th July: 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 to the Institution, on his recent visits to the Life-boat Stations at North Sunderland, Boulmer, Alnmouth, Hauxley, Newbiggin, Blyth, Tyne-mouth, Cullercoats, Sunderland, Whitburn, Seaham, West Hartlepool, Seaton Carew, Redcar, Middlesborough, Saltburn, Runswick, Whitby, Uppang, Scarborough, Filey, and Bridlington.

Also the Report of the Assistant-Inspector of Life-boats on his recent visits to Kirkcudbright, Whithorn, Port Logan, Ballantrae, Girvan, and Troon.

Reported the receipt of the following special contributions in aid of the funds of the Society since the last Meeting:—

	£.	s.	d.
A Friend, further on account of the Walmer Life-boat establishment	400	0	0
Staffordshire Branch, per J. G. WALKER, Esq., additional	56	13	6
Birmingham Branch, per Messrs. C. and W. BARWELL, additional	54	3	6
Bath Branch, per Mr. W. H. DUCK, additional	18	15	0
Collected on board the Royal Mail Steamer <i>Natal</i> , per Mr. S. R. P. CAINES	15	11	7

— To be severally thanked.

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

The late Mrs. BURD, of Wantage (free of duty)	1,500	0	0
The late Wm. TREDWELL, Esq., of Handsworth, Staffordshire (free of duty)	105	0	0
The late Lady FRANKLAND RUSSELL (duty free)	100	0	0
The late Mrs. Mary McKINNEL or HANNAY, of Kirkcudbright, N.B.	100	0	0
The late Mr. MATTHEW BLACK, of Elic, N.B.	10	0	0

Decided to replace the present Life-boat at Dungeness by a new boat, 32 feet in length by 7 feet 6 inches in breadth, provided with a transporting-carriage, and to appropriate the same to Mrs. JANE HATTON's munificent gift of 700*l.*, to defray the cost of a Life-boat station in memory of her late husband, Dr. HATTON.

The following is a copy of the inscription on the stone tablet over the door of the Life-boat house:—

"THIS LIFE-BOAT STATION WAS PRESENTED  
TO THE  
**Royal National Life-Boat Institution**  
BY THE WIDOW OF  
JOHN HATTON, Esq., M.D.,  
FORMERLY OF MANCHESTER, AND LATE OF BELVEDERE,  
NORTH KENT,

AS AN AFFECTIONATE AND APPROPRIATE MEMENTO OF HIS HUMANE AND EXCELLENT QUALITIES, WHICH GAINED HIM THE LOVE AND ESTEEM OF ALL CLASSES, WHEREVER HIS PROFESSIONAL TALENT COULD BE INSTRUMENTAL IN SAVING LIFE, OR HIS KINDLY FEELING MITIGATE SUFFERING, OR SOOTHE SORROW.

JULY, 1871."

Ordered, that various works be carried out at the Walmer, Flamborough, Kessingland, Brooke, Mevagissey, Porthleven, Portloe, Braunton, and Silloth Life-boat stations, at an expense of 814*l.*

Decided that the sympathy of the Committee be conveyed to the family of the late ROBERT HILLMAN, Esq., of Lyme Regis, on the occasion of his decease. He had for many years past been the valued Honorary Secretary of that branch of the Institution.

Also that the thanks of the Society be presented to the Rev. HENRY BELL, WILLIAM JECKS, Esq., and ROBERT LEPPER, Esq., in acknowledgment of their past kind services, as the Honorary Secretaries respectively, of the Boulmer, Corton, and Greencastle Branches of the Institution.

Also to D. COLQUHOUN, Esq., late Collector of Her Majesty's Customs at Glasgow, for his valuable co-operation while holding that office, in assisting to collect a considerable sum every year on behalf of the Society.

Reported the transmission to its station of the new Life-boat for Dungarvan. The Cork Steamship Company had kindly allowed the boat to be taken free on board one of their vessels from London to Cork, and had also brought back the old Life-boat free.—To be thanked.

Ordered copies in large numbers of the Institution's instructions for the restoration of the apparently drowned, to be supplied to the metropolitan and county police forces.

Paid 1513*l.* 0*s.* 6*d.* for sundry charges on various Life-boat establishments.

Voted 12*l.* 7*s.* 2*d.* to pay the expenses of the Rhyl Tubular Life-boat, in putting off during a strong northerly wind, and assisting into a safe position the distressed schooner *Eleanor*, of Newquay, and her crew, when she went on the Constable Bank, on the 2nd June.

Also 7*l.* 1*l.*s. to pay the expenses of the St. David's Life-boat in going out on the 5th June, and saving the crew of four men of the schooner *Mersey*, of Liverpool, which had gone ashore on the South Bishop Rock.

This Life-boat was presented to the Institution not long since by the Earl of DARTMOUTH and his tenantry, and this service of the boat had afforded much satisfaction to the donors.

Voted also 6*l.* 10*s.* to pay the expenses of the Lynmouth Life-boat in going out during a gale and heavy sea on the 28th June and saving a man who was in imminent peril, his boat, which was at anchor off that place, having been overtaken by the gale which had suddenly sprung up, and being in great danger of foundering or going on the rocks, no ordinary boat being able to go to his aid. It was the first service performed by the Life-boat, her crew readily coming forward, and the boat being very quickly manned and launched.

Also 8*l.* 19*s.* to pay the expenses of the Margate Life-boat in putting off, during moderate weather, on the 19th June with the view of rendering assistance to the brigantine *Renown*, of Guernsey, which had stranded on the Girdler Sands. Fortunately, however, the services of the Life-boat were not required.

Also 2*l.* to Mr. EDWARD McCARRON, Assistant-Keeper at the Arranmore Island Lighthouse Station, Co. Galway, and 1*l.* each to Mr. RICHARD STAPLETON, the principal light-keeper, and his wife and 2 daughters, for their laudable services to the crew of the distressed barque *Tropic*, of London, on the 24th April. When rescued from their perilous situation they were in a most exhausted state and suffering greatly from hunger, thirst, and exposure, and were unable to walk.

However, they were all successfully hauled up the high cliffs during the night, and taken to the light-keeper's dwelling, where they received every possible assistance, and ultimately all of them recovered.

Also 5*l.* to ROBERT BRUCE and his crew for putting off twice in a boat, and ultimately saving 2 of the crew of the steamship *Pacific*, of Liverpool, which, during a hurricane from the S. on the 9th February, became a total wreck about five miles from the mainland of Shetland.

Also 2*l.* to WILLIAM WATKINS and 3 other men belonging to Milford, for putting off in a pilot-boat and rescuing the crew of 7 men of the brig *Vectis*, of Southampton, which, during a strong breeze from the S.E., had sunk off West Dingle, on the 24th December last.

Thursday, 3rd August: 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 to the Institution on his recent visits to Bridlington, Flamborough, Hornsea, and Withernsea.

Also the Report of the Assistant-Inspector of Life-boats on his recent visits to the Troon, Ayr, Girvan, Irvine, Ardrossan, Campbeltown, Southend, Kildonan, and Stonehaven Life-boat Stations.

Reported the receipt of 800*l.* from J. M. S., to defray the cost of a Life-boat Station, the boat to be named the *Ethel Eveleen*.

Decided that this gift be appropriated to the fine new Life-boat—40 feet in length by 10 feet in breadth—which the Institution was about to place at Wexford, in Ireland, in the place of the present boat on that station which had become unfit for further service.

Decided also to place a new Life-boat, 32 feet long by 7 feet 6 inches wide, and provided with a transporting-carriage, at Pembrey, South Wales, in lieu of the present boat on that station; and to appropriate the same to the legacy of 600*l.*, left to the Institution by the late STANTON MEYRICK, Esq., of Brompton.

Reported the receipt of the following special contributions in aid of the funds of the Society since the last Meeting:—

	£.	s.	d.
J. M. HETHERINGTON, Esq., of Manchester	115	10	0
Irish National Life-boat Bazaar, second instalment, per Mr. S. B. TAYLOR	100	0	0
Dublin Branch, per Mr. TAYLOR, additional	50	0	0
Ancient Order of Foresters, annual subscription in aid of the support of its two Life-boats, per SAMUEL SHAW-CROSS, Esq.	100	0	0
Brighton Branch, per Dr. SEYMOUR, additional	40	0	0
Newark Branch, per Commander C. PARKER, R.N., additional	24	12	0
3rd Administrative Battalion Lancashire Rifle Volunteers, collected after a sermon preached in the camp at Accrington, on 3rd July, per Lieut.-Colonel HARGREAVES and J. EDMONDSON, Esq., additional	15	9	4

—To be severally thanked.

Produced an extract from the Will of the late JAMES STEWART FORBES, Esq., of Wimbledon, in which he bequeathed to the Institution a legacy

of 5,000*l.* free of duty, payable after the death of his sister, Miss KATHERINE STEWART FORBES.

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

The South Eastern Railway Company had kindly granted a free conveyance to the boat from London to Ashford, and had also brought back the old Life-boat to London on similar liberal terms.—To be thanked.

The new Life-boat had, at the request of the benevolent donor, Mrs. JANE HATTON, been exhibited at Belvedere, on the 27th July; and it was publicly named and launched at its station on the 4th August.

Ordered that various works be carried out at the Flamborough, Penmon, Thurso, Brighton, Chapman's Pool, and Southwold Life-boat Stations, at an expense of 374*l.*

Decided that the thanks of the Institution be presented to JOHN B. ROSS, Esq., of Girvan, N.B., in acknowledgment of his long and valuable services, while holding the office of Honorary Secretary of that Branch of the Society.

Also to Lloyd's Registry for their kind present of a set of their books for the current year.

Paid 1030*l.* 16*s.* 5*d.* for sundry charges on various Life-boat Establishments.

Voted 9*l.* 15*s.* to pay the expenses of the Bude Haven Life-boat in putting off in reply to a signal from the yacht *Hattie*, of Cromer, during a strong wind from the N.N.W. on the 8th July. Twice the Life-boat was beaten back by the rough seas, and one of the crew, whose heart failed him, had to be put ashore. His place was, however, readily supplied, and after nearly an hour's labour the breakers were past, and the yacht was reached, when her owner and crew of 2 men were taken out of the little vessel, which was towed in by the boat. The courageous owner of the little craft, Mr. ABEL TILLET, spoke highly of the behaviour of the crew and of the noble Life-boat, and gave the men 5*l.* in addition to the reward of the Institution.

Reported that the Fishguard Life-boat, the *Sir Edward Perrott* went off on the 12th July to the aid of a sailing boat which had drifted out to sea, having on board two lads who were unable to manage it. The Life-boat on reaching the boat took it in tow, and also another boat which had come to its assistance, and brought them both safely ashore.

Voted 6*l.* 1*s.* to pay the expenses of the Chichester Harbour Life-boat, *Undaunted*, in going off on signals of distress being shown by a dismasted vessel, which proved to be the brig *Hope*, of Portsmouth, during a very strong wind from S.W., and in a heavy sea on the 13th July. The Life-boat remained alongside until the weather moderated, when a steam-tug was enabled to take the vessel and crew into Portsmouth.

Also 35*l.* 5*s.* to pay the expenses of the Kingsdowne, North Deal, and Broadstairs Life-boats in proceeding out to the Goodwin Sands with the view of aiding vessels which had gone ashore there; but which fortunately did not ultimately require the services of the Life-boats.

Also 6*l.* to JAMES MCGROTHER and 5 other men for putting off in a boat during a heavy sea and saving, at some risk, 2 men from the fishing boat *Star of Erin*, which had capsized off Black-rock, Dundalk, on the 13th June.

THURSDAY, 7th Sept.: Sir EDWARD PERROTT, Bart., V.P., in the Chair.

Read and approved the Minutes of the previous Meeting, and those of the Finance and Corre-



spondence, and Wreck and Reward Sub-Committees.

Also the report of the Inspector of Life-boats on his recent visits to Dungeness, Bridlington, Flamborough, Lowestoft, and Pakofield.

Also the Report of the Assistant-Inspector of Life-boats on his recent visits to Dunbar, North Berwick, Thurso, Stromness, Keiss, Lossiemouth, Buckie, Banff, Fraserburgh, and Peterhead.

The Committee learnt with much satisfaction from this Report that the Safety Fishing-boat improvements introduced by the Institution had been adopted in the majority of the fishing-boats on the eastern coast of Scotland, and that few fishing-boats were now built there without being partially decked.

Reported the receipt of the following special contributions in aid of the funds of the Institution since the last Meeting :—

	£.	s.	d.
Tees Bay Branch, per W. H. HOLMES, Esq.	61	1	9
Independent Order of Odd Fellows (Manchester Unity), annual subscription in aid of the support of its Life-boat at Cleethorpes, per HENRY RATCLIFFE, Esq.	50	0	0
Settle Branch, per C. BROWN, Esq., additional	20	0	0

—To be severally thanked.

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

The late JOHN GRAHAM, Esq., of Ide Hill, Sevenoaks (duty free)	1,000	0	0
The late Mrs. LUCY CROYDEN, of Portsmouth, Southampton	100	0	0
The late Miss ELIZABETH BAKER, of Stutton, Suffolk (reversionary)	100	0	0
The late EDWARD LEEVES, Esq., of Venice	100	0	0
The late JAMES GRIFFITH, Esq., R.N., of Wickham Market	50	0	0
The late William Henry Jones, Esq., of Brixton	10	10	0

Decided, on the recommendation of the local residents, and the Inspector of Life-boats to the Institution, to form a Life-boat establishment at Greystones, Co. Wicklow, and to appropriate the station to the legacy bequeathed to the Institution by the late J. J. TANCRED, Esq., of Pearville, Co. Dublin, for the purpose of placing an additional Life-boat on the Irish coast, the boat being named the *Sarah Tancred*.

Also decided to place a new Life-boat and transporting carriage at North Berwick, N.B., in lieu of the present boat and carriage on that station, which were becoming unfit for further service, and to appropriate the same to the "Freemasons" Life-boat Fund, which had realised the sum of 420*l*.

Also decided, on the application of the Local Committee, and the recommendation of the Inspector of Life-boats, to station a new sailing Life-boat 45 feet long by 12 feet wide at Pakofield, Suffolk, in the place of the present boat which had become unfit for further service.

Reported the transmission to their stations of the new Life-boats for Bridlington and Thurso.

The Aberdeen, Leith, and Clyde Shipping Company had granted a free conveyance on board one of its vessels, to the Thurso Life-boat from Granton to Scrabster.—To be thanked.

Accepted estimates, amounting to 624*l*., for erecting a new Life-boat house at Sunderland,

and for constructing a launching slipway for the use of the Life-boat.

Read letter from Mr. M. COLE, of Stranraer, N.B., of the 29th August, calling attention to his inventions for saving life from Shipwreck.—To be acknowledged.

Paid 660*l*. 15*s*. 11*d*. for sundry charges on various Life-boat Establishments.

Voted 24*l*. 6*s*. 6*d*. to pay the expenses of the Arklow Life-boat in putting off during a fresh wind from the N.W., on the 4th Aug., and saving the crew of 5 men of the brigantine *Jane*, of Barmouth, which had stranded on Jack's Hole Bank, and afterwards proceeding out again to another brigantine, the *Roscius*, of Belfast, which had also gone on the Arklow Sandbank. On reaching the vessel she was found to be abandoned, her crew having landed at Wicklow. The life-boat returned to shore for additional help, and ultimately, after prolonged exertions, the brigantine, having been lightened of some of her cargo of pig-iron, was taken safely into Kingstown Harbour.

Also 12*l*. 14*s*. to pay the expenses of the Arbroath Life-boat in putting off during a strong gale from the S.W., and a very heavy cross sea, on the 24th Aug., and rescuing from an inevitable death the crew of 5 men, and a pilot, from the schooner *Ann*, of Inverness, which was wrecked near Arbroath Pier.

Also 6*l*. 6*s*. to pay the expenses of the Fraserburgh Life-boat, in going out during a N.N.W. gale, on the 24th Aug., and saving the crews, consisting of 11 men, of two fishing-boats, one belonging to the Isle of Skye, and the other to Hopeman, which were in a very distressed condition, near the Fraserburgh Life-boat station.

Also 12*l*. 3*s*. to pay the expenses of the Southport Life-boat in going off, during a strong westerly gale, on the 26th Aug., to the barque *Times*, of Liverpool, which had stranded about four miles off Southport, and bringing safely ashore the 17 persons on board the vessel.

Reported the services of the Ramsey Life-boat in putting off, during a gale from the S.W., on the 20th Aug., to the assistance of the schooner *Rapid* of Preston, which was in a distressed condition in Ramsey Bay. On arriving alongside, the master requested the crew of the Life-boat to remain by the vessel, which request was complied with, and after some exertions, the Life-boat men succeeded in getting the vessel safely into Ramsey Harbour.

Also voted 6*l*. 10*s*. to pay the expenses of the New Brighton No. 2 Life-boat, in putting off to the assistance of the schooner *Jane*, of Nevin, which had stranded on the West Middle Bank. The services of the Life-boat were, however, not required, as a steam-tug had succeeded in getting the vessel into a safe position.

The Douglas, Ramsgate, and Montrose Life-boats had also recently been called out on service but were not ultimately required.

Also a reward to MICHAEL FLAHERTY, and three other persons, for saving 3 persons from a boat laden with seaweed, which had capsized during a fresh breeze from the N.N.E., near Slyne Head, Ireland, on the 3rd June.

**NOTICE.**—The next Number of the "Life-boat Journal" will be published on the 1st of Feb., 1872.

# Royal National Life-Boat Institution.

INCORPORATED BY ROYAL CHARTER.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

## List of the Two Hundred and Thirty-one Life-Boat Stations under the Management of the Institution.

### ENGLAND.

**Northumberland**—Berwick-on-Tweed, Holy Island (two boats), North Sunderland, Boulmer, Alnmouth, Hauxley, Newbiggin, Blyth (two boats), Cullercoats, Tynemouth (two boats)

**Durham**—Whitburn, Sunderland (four boats), Seaham, West Hartlepool (two boats), Seaton Carew

**Yorkshire**—Middlesbrough, Redcar, Saltburn, Runswick, Uppang, Whitby (two boats), Scarborough, Filey, Flamborough (two boats), Bridlington, Hornsea, Withernsea

**Lincoln**—Cleethorpes, Donna Nook, Theddlethorpe, Sutton, Chapel, Skegness

**Norfolk**—Hunstanton, Wells, Blakeney, Sheringham, Cromer, Mundesley, Bacton, Hasborough, Felling (two boats), Winterton, Caister (two boats), Yarmouth (two boats)

**Suffolk**—Gorleston, Corton, Lowestoft (two boats), Pakefield (two boats), Kessingland (two boats), Southwold (two boats), Thorpeness, Aldborough

**Kent**—Margate, Kingsgate, Broadstairs, Ramsgate, North Deal, Walmer, Kingsdown, Dover, Dungeness

**Sussex**—Rye, Winchelsea, Hastings, Eastbourne, Newhaven, Brighton, Shoreham, Worthing, Seley, Chichester Harbour

**Hampshire**—Hayling Island

**Isle of Wight**—Bembridge, Brighthono

**Alderney**—St. Anne

**Guernsey**—St. Samson's

**Dorset**—Poole, Chapman's Pool, Kimeridge, Weymouth, Lyme Regis

**South Devon**—Sidmouth, Eamouth, Teignmouth, Brixham, Salcombe, Plymouth, Cornwall—Looe, Fowey, Mevagissey, Portloe, Falmouth, Portlinoctock, Cadgwith, Lizard, Mullion, Portleven, Penzance, Sennen Cove, St. Ives, Hayle, New Quay, Padstow, Port Isaac, Bude

**North Devon**—Clovelly, Appledore (two boats), Braunton, Morfe Bay, Ilfracombe, Lyntonmouth

**Somerset**—Burnham

**Cheshire**—New Brighton, do. Tubular

**Lancashire**—Southport, Lytham, Blackpool, Fleetwood, Piel

**Cumberland**—Whitehaven, Maryport, Silloth

**Isle of Man**—Ramsey, Douglas, Castletown

### WALES.

**Glamorganshire**—Penarth, Porthcawl, Swansea

**Carmarthenshire**—Pembrey, Carmarthen Bay

**Pembrokeshire**—Tenby, Milford, Solva, St. David's, Fishguard (two boats)

**Cardiganshire**—Caudigan, Newquay, Aberystwith

**Merionethshire**—Aberdovey, Barmouth

**Carmarvonshire**—Portmadoc, Abersoch, Porthdulluan, Orme's Head

**Anglesey**—Llanddwy, Rhoscolyn, Holyhead, Cemlyn, Bull Bay, Moelfre, Penmon

**Denbighshire**—Llanddulas

**Flintshire**—Rhyll (Tubular)

### SCOTLAND.

**Kirkcudbright**—Kirkcudbright

**Wigtownshire**—Whithorn, Port Logan

**Ayrshire**—Ballantrae, Girvan, Ayr, Troon, Irvine, Ardrossan

**Isle of Arran**—Kildonan

**Argyllshire**—Campbeltown, Southend

**Caithness-shire**—Thurso

**Orkney Islands**—Stromness

**Elginshire**—Lossiemouth

**Banffshire**—Buckie, Banff

**Aberdeenshire**—Fraserburgh, Peterhead

**Kincardineshire**—Stonhaven

**Forfar**—Montrose (two boats), Arbroath, Boddon Ness and Broughty Ferry (Dundee)

**Fife-shire**—St. Andrew's, Anstruther

**Haddingtonshire**—North Berwick, Dunbar

### IRELAND.

**Co. Londonderry**—Greencastle

**Antrim**—Portrush

**Down**—Groomsport, Ballywalter, Tyrella, Newcastle (Dundrum Bay)

**Louth**—Dundalk, Drogheda

**Dublin**—Skerries, Howth, Poolbeg, Kingstown

**Wicklow**—Greystones, Wicklow, Arklow

**Wexford**—Courtown, Calore, Wexford (two boats), Carnore, Duncannon

**Waterford**—Tramore, Dungarvan, Ardmore

**Cork**—Yonghal, Ballycotton, Queenstown, Courtmasherry

**Kerry**—Valentia

Total, 231 Life-Boats.

## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1870), and the first nine months of the present year, the ROYAL NATIONAL LIFE-BEAT INSTITUTION has expended £40,620 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 1,424 persons from various Shipwrecks on our Coasts. Every winter that comes and goes has its black record of wrecks, and its terrible list of lost lives.

### GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1870 AND 1871 (TO 30TH SEPTEMBER).

		£.	s.	d.
Number of Lives rescued by Life-boats, in addition to				
Forty Vessels saved by them . . . . .	940			
Number of Lives saved by Shore-boats, &c. . . . .	484			
Amount of Pecuniary Rewards for Saving Life . . . . .		3,976	16	0
Honorary Rewards:—Silver Medals . . . . .	17			
Votes of Thanks on Vellum and Parchment . . . . .	25			
Total . . . . .	42	1,424	£3,976	16 0

The Committee desire to acknowledge with gratitude the liberal support which they have received from the British Public during the past few years,—a support which has enabled them to establish their present great Fleet of 231 Life-boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain their Fleet in a thoroughly efficient state, and its crews practised in the management of their boats, which can only be effected by a large and permanent Annual Income, they earnestly appeal to all classes of their countrymen to continue to aid them in upholding and perpetuating so great and truly national a Work.

The number of Lives saved either by the Life-boats of the Society, or by special exertions, for which it has granted Rewards, since its formation, is 20,503; for which Services 90 Gold Medals, 824 Silver Medals, and £35,852 in cash have been paid in Rewards.

The expense of a Life-boat, its equipment, transporting-carriage, and boat-house, averages £680, in addition to £50 a-year needed to keep the establishment in a state of efficiency.

Donations and Annual Subscriptions are earnestly solicited, and will be thankfully received by the Bankers of the Institution, Messrs. WILLIS, PERCIVAL, and Co., 76 Lombard Street; Messrs. COTTIS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street, London; by all the other Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Office of the Institution, 14 JOHN STREET, ADELPHI, London, W.C.—1st November, 1871.