

THE LIFE-BOAT,

OR

JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

(ISSUED QUARTERLY.)

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[WITH MUSIC AND ILLUSTRATIONS.]

VALUE OF THE SELF-RIGHTING PROPERTY IN LIFE-BOATS.

IN the year 1851 the first self-righting Life-boat was built by Mr. JAMES BEECHING, the well-known boat-builder, at Yarmouth, who had obtained the prize of 100*l.*, which had been offered in the previous year by Admiral the DUKE of NORTHUMBERLAND, for the best model of a Life-boat. In the following year the Duke stationed five similar boats on the coast of Northumberland; and, after a sufficient trial of their properties, the NATIONAL LIFE-BOAT INSTITUTION, of which His Grace was the President, decided to adopt that class of boat, and commenced the construction of that noble Life-saving Fleet which has steadily increased until it numbers no less than 232 boats, of which 210 are built on the self-righting principle.

At the outset there were many persons, practical seamen and others, who ridiculed the idea of making Life-boats to self-right, and foretold their failure; and even to the present day there are some who do so, and who labour under the misapprehension that in proportion as a boat is made to self-right with facility, in nearly the same proportion will she be more liable to upset. An acquaintance with the principles on which the self-righting property is obtained would dissipate any such mistaken view. We do not, however, now propose to explain those principles, but to state the results

of its adoption, as shown by the relative loss of life which has been occasioned by accidents to Life-boats possessing that property, and to those which did not.

Since the first self-righting Life-boat was stationed on the coast in 1852, there have been 32 boats of that class upset, on board of which were 367 men, and of that number 15 only lost their lives, being in the proportion of only 1 to every 24 lives risked.

On the other hand, since the year 1849, when the Shields Life-boat was upset, there have been 8 Life-boats of other kinds upset, on board of which there were 140 men, no less than 87 of whom have been drowned, being in the proportion of nearly 2 out of every 3 lives risked.

The contrast between these results of accidents to the two classes of boats is so extraordinary that it must speak for itself; lest, however, it should appear that the number of self-righting boats that have upset has been excessive, it must be borne in mind that, although the actual number that have done so is greatly in excess of the number of similar accidents to other classes of boats, yet that, in proportion to the number of boats in use of each class, the relative number has been very much less. Moreover, the self-righting boats belonging to the Institution are taken afloat for exercise four times every year, often in heavy surfs, and half of those which have been upset have been so when out for exercise; whilst, on the other hand, the other classes of Life-

boats, the greater number of which are not in connection with the Institution, have not been taken afloat for exercise, and consequently have, in comparison, much less frequently incurred the risk of accident.

Apart, however, from the prognostication that such boats would be more unsafe than the previously existing classes of Life-boats, there were three special objections made to them; and the fact will not be thought to be without interest that experience has proved the fallacy of each:—

In the 1st place it was predicted that, owing to their great buoyancy and their high ends, at bow and stern, they would hold so much wind that they would never be propelled against a heavy sea and a strong gale. The reply, in this the twentieth year of their career, is, that they have since been launched in gales of wind many hundreds of times, and have saved several thousand lives, and that their failures to effect their object have been so few that we shall probably be within the mark if we estimate them at once in fifty times that their services have been required. It must also be remembered that in heavy gales of wind in some localities, there are often broken seas of such magnitude that no boat in existence could be taken into them without certain destruction.

2ndly. It was foretold that the self-righting property would be of no service, as their crews, after being thrown out of them, would never be able to regain them; since, being so high out of water, and holding so much wind, they would speedily be carried to leeward beyond the reach of the unfortunate persons who had been suddenly ejected from them.

The reply to this supposition is that in only one of the thirty-two cases above quoted, has the Life-boat been carried to leeward of the crew and they prevented from regaining her; and that even when upset under sail, and with the sheets fast, they have righted again, and their crews have

regained them without the loss of a single life. The exceptional case was that of the Padstow Life-boat, which was upset by an enormous sea three-quarters of a mile from the shore, when, being thrown "end over end," the stern perpendicularly over the bow, and the men being all thrown out, she was carried at once to leeward of them by the same sea by which she was upset, so that they were unable to regain her; whereas, in every other instance, the boats having been upset more or less on the broadside, those in them have been thrown out to leeward; and in nearly every instance one or more of the men have remained in them, and have then been enabled to assist the others to get in.

3rdly. It was said that, although the men working the boats, being provided with good life-belts, might be able to regain them, any unfortunate wrecked men who might be in them, having no belts, would be drowned. Again, however, as in the other cases, theory has not been borne out by fact, for, happily, in one instance only has a Life-boat belonging to the Institution been upset with a wrecked crew on board, and in that instance no life was lost—a circumstance for which we cannot be too thankful, since undoubtedly even the self-righting property itself would not have shown such splendid results, if the Institution had not provided its Life-boats' crews with the best description of life-belts to support them in the water until able to regain their boats, after being thrown out of them.

The case referred to is that of the Penmon Life-boat, which had a wrecked crew of five men on board when upset in March, 1868. The two following Tables show all the recorded instances of Life-boats upsetting that have occurred on the coasts of the United Kingdom since the year 1849. Table I. exhibits those of the self-righting Life-boats, and Table II. those of Life-boats which would not self-right.

TABLE I.—A TABLE, showing the NUMBER OF SELF-RIGHTING LIFE-BOATS that have been UPSET, and the LOSS OF LIVES occasioned thereby, from 1852 to 1872.

Number.	STATION OF LIFE-BOAT.	Dimensions.		No. of Oars.	Date.	Number of Men on Board.	Number of Lives Lost.	Under Oars or Sails.	On Service or Exercise.
		Length.	Width.						
		feet.	feet.						
1	Lyme Regis	27	7½	8	7 Jan. 1854.	11	1	Alongside a Vessel.	Service
2	Dungeness	28	6	6	19 Oct. 1858.	8	Nil.	Oars . .	Service
3	Aldborough	32	8¼	12	3 Dec. 1859.	15	3	Warping-out.	Service
4	Ardmore	28	6	6	6 Nov. 1860.	10	Nil.	Oars . .	Exercise
5	Tramore	30	6½	6	17 Feb. 1861.	8	Nil.	Oars . .	Service
6	Scarborough	33	8¼	10	14 April 1862.	14	Nil.	Oars . .	Exercise
7	Aberdovey	30	6¼	6	8 Dec. 1863.	8	1	Oars . .	Exercise
8	Howth	30	7	6	20 March 1863.	8	Nil.	Sails . .	Exercise
9	Berwick-on-Tweed	30	7½	10	29 March 1861.	14	Nil.	Oars . .	Exercise
10	Silloth	30	7	6	21 April 1861.	8	Nil.	Sails . .	Exercise
11	Blakeney	30	7	6	19 May 1865.	8	Nil.	Oars . .	Service
12	Holyhead	36	8¼	12	14 Jan. 1865.	13	1	Sails . .	Service
13	Arklow	36	8¼	12	19 March 1865.	16	Nil.	Oars . .	Service
14	Ferryside	30	7	6	26 Oct. 1865.	9	Nil.	Sails . .	Exercise
15	St. Ives	30	6	6	28 Oct. 1866.	9	Nil.	Oars . .	Service
16	Lizard	30	6½	6	2 Jan. 1866.	10	3	Oars . .	Exercise
17	Groomsport	28	6	6	8 March 1866.	9	Nil.	Oars . .	Exercise
18	Fraserburgh	30	7½	10	8 Dec. 1867.	12	Nil.	Oars . .	Exercise
19	Padstow	32	7¼	10	4 Feb. 1867.	13	5	Oars . .	Service
20	Llandudno	32	7½	10	7 Feb. 1867.	13	Nil.	Sails . .	Service
21	Seaton Carew	30	7½	10	16 March 1867.	13	Nil.	Oars . .	Exercise
22	Exmouth	32	7¼	10	26 March 1867.	9	Nil.	Oars . .	Exercise
23	Walmer	37	8¼	12	1 Dec. 1868.	15	Nil.	Sails . .	Service
24	Penmon	28	6¼	6	23 March 1868.	14	Nil.	Oars . .	Service
25	New Brighton	32	7½	10	2 April 1868.	13	Nil.	In tow . .	Exercise
26	Hunstanton	32	7¼	10	8 April 1868.	12	Nil.	Sails . .	Service
27	Porthcawl	30	7¼	6	22 Aug. 1868.	10	Nil.	Sails . .	Service
28	Penzance	30	6½	6	6 Dec. 1868.	14	Nil.	Oars . .	Service
29	Newquay (Cornwall)	30	7¼	6	22 Dec. 1868.	12	Nil.	Oars . .	Exercise
30	Ballywalter	32	7	10	26 Dec. 1871.	12	1	Sails . .	Exercise
31	Appledore (Bideford)	34	7	12	28 Dec. 1871.	14	Nil.	Oars . .	Service
32	Clovelly	33	8	10	14 Jan. 1871.	13	Nil.	Sails . .	Exercise

TABLE II.—A TABLE, showing the NUMBER OF COAST LIFE-BOATS UPSET which would not SELF-RIGHT, and the LOSS OF LIVES occasioned thereby, from 1849 to 1872.

Number.	STATION OF LIFE-BOAT.	Dimensions.		No. of Oars.	Date.	Number of Men on Board.	Number of Lives Lost.	Under Oars or Sails.	On Service or Exercise.
		Length.	Width.						
		feet.	feet.						
1	Shields	33	11	12	Dec., 1849	24	20	Oars . .	Service
2	Port of Ayr	27	8¼	10	Jan., 1857	13	13	Oars . .	Service
3	Southwold	40	11½	12	Feb., 1858	18	3	Sails . .	Exercise
4	Liverpool	30	9½	12	Jan., 1865	11	7	In tow . .	Service
5	Gorleston	42	12	12	Jan., 1866	17	13	Sails . .	Service
6	Margate	33	6¾	12	Jan., 1866	13	Nil.	Sails . .	Service
7	Gorleston	42	12	12	Dec., 1867	35	25	Sails (run down).	Service
8	Bridlington Quay	27	6¼	8	Feb., 1871	9	6	Oars . .	Service

NOTE.—The above Life-boats, with the exception of that at Southwold, were not under the Management of the NATIONAL LIFE-BOAT INSTITUTION.

LIFE-SAVING HAMMOCKS AND MATTRESSES.

In our August Number we inserted a Paper by ADMIRAL RYDER on the great advantage that would accrue if the hammocks in ships of war could be made to serve as life-buoys, in the event of a ship suddenly foundering; more especially as in future naval wars it is probable that such catastrophes will be of much more frequent occurrence than formerly, consequent on the general introduction of torpedoes and of steam-rams.

We are now able to state that the result of experiments since made has proved that, by the adoption of a cork mattress, a naval hammock can be readily and quickly converted into an efficient life-buoy which will support one man buoyantly, with his breast and shoulders well above the water's surface, without depriving him of the power of locomotion, whilst it would support three men in an upright position, with their heads and faces above water.

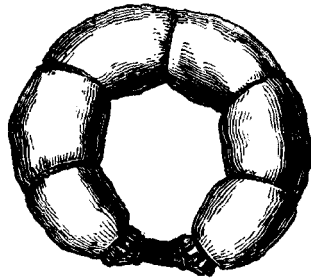
As such mattresses can also be made much more cheaply than those stuffed with hair, and are as comfortable to sleep on, it would seem that there need be no impediment to their general use in the Royal Navy.

ADMIRAL RYDER, in introducing them to the Admiralty, has suggested that the whole system of supply should be changed, and that instead of each seaman having to pay 10s. 6d. for his mattress on its being supplied to him, and its then becoming his own property, that the Government should provide each man with a cork mattress, as well as with the hammock hitherto supplied, and that both should be returned into store together on his ship being paid off. We think this would be a great improvement on the present system; but if it should be rejected on account of the large expense which it would occasion, a small sum might be charged to each man for the use of a Government mattress, the whole cost of which, as manufactured by Messrs. BIRT, of Dock Street, London, the well-

known manufacturers of Life-saving Apparatus to the Board of Trade, and the NATIONAL LIFE-BOAT INSTITUTION, would not exceed 5s. 6d. each when new.

In the remarks we made on this subject in our August Number, we stated that we believed the most effectual mode of using such beds as life-buoys would be found to be by bending the hammock as lashed up and stowed in the netting, bringing the two ends together and securing them by the ordinary laniards, by which the hammocks are hung up when slept in, thus forming a large life-buoy, shaped somewhat like a horse-collar. Since then, experiment has proved that such would be the best mode of adopting them, with the exception of not bringing the ends close together, but leaving them about 18 inches apart, when the form will be that of a horse-shoe, as shown in Fig. 1.

Fig. 1.

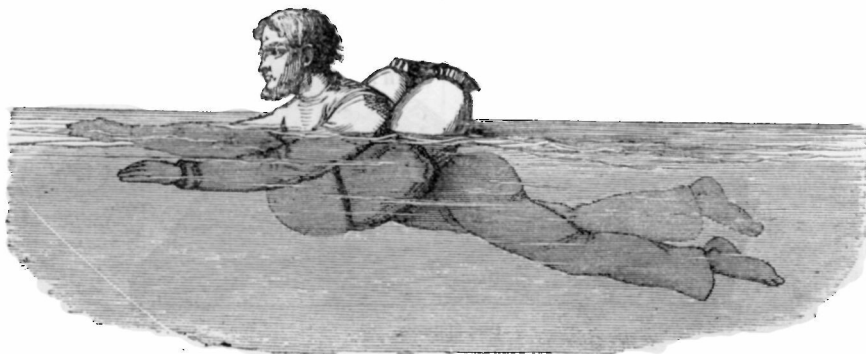


Hammock folded ready for use as a Life-preserver.

On a catastrophe occurring, each man would then take a hammock from the netting where they were stowed, and bending it backwards, so as to tighten the lashing, would secure the ends by the clues and laniards, and jumping overboard with it under his arms, he would be able to swim with it clear of the ship, and to support himself on it until help should arrive.

The sketch (Fig. 2) shows the manner in which a man would support and propel himself with the aid of the hammock-buoy:—

FIG. 2.

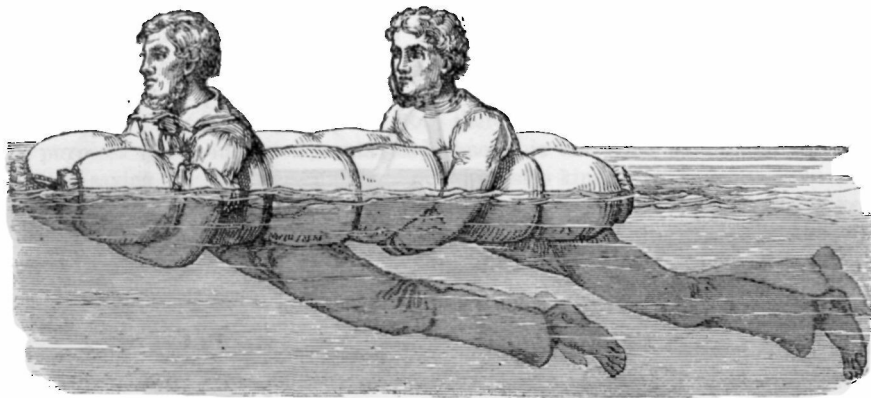


Man Swimming with Hammock.

Another mode in which the hammocks might be used advantageously, and which has also been proved by experiment, is by lashing two hammocks together at the ends, about 20 inches apart, so that two, or even three persons, placing themselves

between them, with one arm over each hammock, and facing the same end, could strike out with their legs as in swimming, and thus propel themselves through the water, as shown in the sketch, Fig. 3:—

FIG. 3.



Two men Swimming between two Hammocks.

This mode of using the hammocks might, under some circumstances, be of great advantage, as two men might in this manner proceed several miles through the water in a few hours, and might even convey intelligence of a catastrophe to the nearest port or to a distant vessel, where assistance might be obtained.

It is not, however, contemplated to confine the use of cork mattresses to the Royal Navy, for they might undoubtedly be made instrumental to the saving of

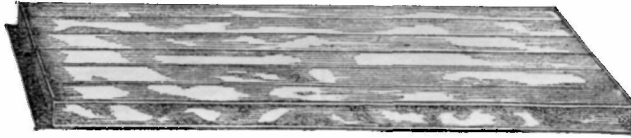
many lives in merchant vessels where those on board are unprovided with life-belts. Since, however, merchant seamen are not usually provided with hammocks, but sleep in berths, or bed-places, a different arrangement has necessarily to be adopted. Messrs. BIRT have therefore designed and patented a special form of mattress, which can be so secured round the body, close under the arms, as to form a life-belt.

To effect this the mattress is divided,

longitudinally, into two distinct parts, but united by the linen covering on one side, so that the two parts will fold back, as on a hinge, and thus be doubled and reduced to half the original width.

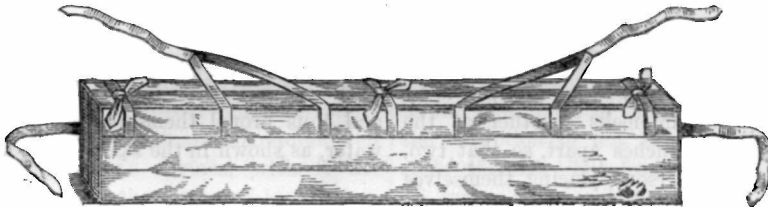
The sketches (Figs. 4 to 9) will give a correct idea of their character, and of the manner in which they would be worn:—

Fig. 4.



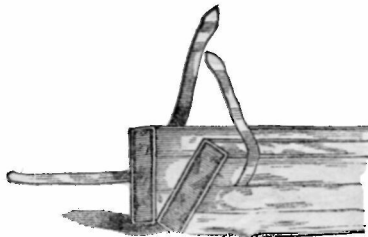
Cork Mattress.

Fig. 5.



Mattress folded ready for use as a Life-preserver.

Fig. 6.



Section of Mattress—end View.

Fig. 7.



Front view of Mattress when on.

Fig. 8.



Back view of Mattress when on.

Fig. 9.



Man swimming with Mattress.

Cushions for the deck and cabin seats in passenger-vessels, yachts, and pleasure-boats of all kinds, are also made in the same manner, each cushion being of the width of one fold of a mattress.

These mattresses and cushions have only to be seen to convince any one of their fitness for the purpose for which they are intended; and we feel confident that their general adoption for the purposes above indicated would lead to the saving of a large number of lives.

In proof of their ample buoyancy, it may be stated that the buoyancy of a single mattress is equivalent to sixty pounds, as it will float an iron weight of that amount; whilst the buoyancy of the best description of cork life-belts, or life-jackets, as provided to the crews of Life-boats, is only from twenty-three to twenty-seven pounds.

The cork with which they are filled is ground or granulated by machinery, and after the dust is removed the grains are of small size, which gives the mattresses a soft and elastic surface. Rib pieces are then inserted to prevent the cork from shifting. It also absorbs so little water that a mattress which has been immersed for twenty-four hours has

at the end of that time lost but little of its buoyancy.

A great inducement to adopt these mattresses would also be found in the fact, that even the most expensive of them, namely, those costing 11s. 6d. each, cost less than half of what they would do if made of horsehair. Those, with the commonest description of covering, can be had for 7s. 6d. each; and their buoyancy, and therefore their practical utility as life-buoys, is the same as that of the more expensive kinds.

Cork mattresses were made many years ago; they were afterwards, in 1855, patented by Mr. RITCHIE for army purposes, and later were made by Messrs. PELLEW and Co.; but the patent has since expired, and those now manufactured and patented by Messrs. BIRT are a great improvement on them.

In conclusion, we desire to call the attention of shipowners and masters of vessels to the fact that instances are frequently occurring, in cases of shipwreck, of men provided with life-belts being saved, when those without them have been drowned; and we would urge on every one going to sea the desirability of their providing themselves, or of their being provided, with these cork mattresses, or with good cork life-belts.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



TROON, N.B.—This seaport town in Ayrshire having been suggested to the Institution as a desirable station for a Life-boat, and local co-operation having been afforded to the proposed undertaking, such a boat has accordingly been placed there in a neat and substantial house, on a site granted by the DUKE OF PORTLAND, to whom the harbour of Troon belongs. The boat is 32 feet long, 7½ feet wide, rows 10 oars, double-banked, and is furnished with a transporting-carriage. The expense of the same has been met by MRS. SINCLAIR, of Greenock, in memory of her late daughter, after whom the boat is named the *Mary Sinclair*. It was taken to Greenock *en route* to its station in January, 1871, for exhibition, and after being drawn through the principal streets, it was placed in the square, where it was visited by great numbers of people. Two days afterwards the boat was publicly launched for the first time at its station, with the usual ceremonies, after being taken through the town in procession, accompanied by the Freemasons, Oddfellows, and other bodies, a great amount of enthusiasm being displayed. It should be added that the Glasgow and South-Western Railway Company most readily granted this Life-boat and carriage a free conveyance over their line from Carlisle to Greenock and thence to Troon.

BANFF, N.B.—The boat on this station was found to be unfit for further service,

and it has therefore been replaced by a new Life-boat 32 feet long, 7½ feet wide, and pulling 10 oars double-banked. The first boat was the gift to the Society of Messrs. MACFIE and SONS of Liverpool; and it had, happily, been instrumental on different occasions in saving fifteen lives from Shipwrecks, the last service having been performed at much risk, the day before the boat was removed from its station.

The expense of the new Life-boat, which is named the *John and Sarah*, has been presented to the Institution by JOHN E. LIGHTFOOT, Esq., of Accrington. The boat was taken to its station by railway, the Great North of Scotland Railway Company readily granting it a free conveyance over their line between Aberdeen and Macduff; and the boat had a public reception on reaching its destination, being taken in procession through the streets of Macduff and Banff, with the crew on board.

PAKEFIELD, SUFFOLK.—The NATIONAL LIFE-BOAT INSTITUTION has forwarded to Pakefield, on the coast of Suffolk, a new surf Life-boat. It is 30 feet long, 9 feet wide, and rows 12 oars, double banked. The boat has been supplied at the request of the beachmen, who were desirous to have such a one in addition to the large sailing Life-boat already on that station. The expense of the boat has been defrayed from a legacy bequeathed to the Institution; and at the request of the benefactor,

it is named the *Henry Burford, R.N.* It is provided with a transporting and launching-carriage, and a new and commodious boat-house has also been prepared for it. The boat was publicly named and launched at its station on the 18th January, 1871, under the superintendence of Capt. J. R. WARD, R.N., the Inspector of Life-boats to the NATIONAL LIFE-BOAT INSTITUTION.

BUCKIE, N.B.—The small Life-boat at this place has been replaced by a new and larger 10-oared boat, 33 feet long, which was considered to be more suitable to the locality than the former boat. The new Life-boat is provided with a carriage, and the expense of the boat and equipment was met from a legacy left to the Society by the late JAMES STURM, Esq., of Holborn, after whom the boat is named. The Caledonian and Great North of Scotland Railway Companies readily gave the Life-boat a free conveyance over their lines to its station last January; and when it reached there a gratifying inauguration of the new station took place, the inhabitants, to the number of 3,000, marching out of the town in procession, headed by two bands, to meet the boat—which was brought in from Portsoy by horses and drivers, kindly lent for the occasion by Capt. HECTOR, of Hilton. The coxswain and crew have since expressed themselves as much pleased with their new Life-boat.


MORTE, NORTH DEVON.—The NATIONAL LIFE-BOAT INSTITUTION has founded a Life-boat station in Morte Bay, six miles from Ilfracombe, its attention having been called by gentlemen resident in the locality to the desirability of putting a Life-boat there, several wrecks having occurred from time to time with loss of life, and local co-operation being readily offered to the undertaking. A peculiar feature of this Life-boat establishment is, that, at present, there is not a sufficient number of competent men on the spot to form a crew to man the boat; but it has been arranged that the coxswain and crew of the Ilfracombe Life-boat should also work this boat, they being conveyed to Morte in an omnibus or other vehicle, on intimation of their services being required. The Life-boat house has been erected on a good site of ground granted by Sir BRUCE CHICHESTER,


Bart. The boat, on its carriage, can be taken to any part of the bay, where it can best be launched when needed. A very heavy sea is encountered here, and a boat 33 feet in width, having 8 feet beam, and rowing 10 oars doubled banked, has been provided. Its cost will be presented to the Society by ship-masters of the Port of Bristol, in the African trade, through Capt. R. F. EDGELL, of Bristol; and at the request of the donors the boat has been named the *Jack-a-Jack*, after a place on the African coast so styled. It was taken by railway to Bristol, *en route* to its station; and on Saturday, the 11th March last, it was, under the superintendence of the Inspector of Life-boats, drawn through the streets of that city on its carriage, in a long procession, consisting of the Shipmasters, the Coastguard, a large body of Naval Reserve men, and one thousand Volunteer Riflemen, Artillery, and Engineers, five or six bands of music, &c. The boat and carriage were drawn by eight fine horses, lent for the occasion, and the boat was manned by a crew of Naval Reserve men, wearing the cork life-belts. An immense crowd, numbering at least 60,000 or 70,000 persons, lined the streets along which the boat passed, and most of the windows of the houses were thronged by women and children. Having arrived at the Zoological Gardens at Clifton, the Life-boat was publicly presented to the Institution, then named by Miss LUCAS, and launched into the Ornamental Water, amidst the cheers of the multitude present, a salute from the guns of the Volunteer Artillery, and the music of the bands, all passing off in the best manner. In the evening the Bristol Histrionic Club, who had themselves presented a Life-boat—that at Lossiemouth—to the Institution, kindly gave a performance at one of the theatres on behalf of the Life-boat fund. Subsequently the boat was towed to Ilfracombe by a steamer, the carriage being conveyed on board that vessel; and on the 17th March it was taken to its station, accompanied by G. N. MAULE, Esq., Capt. ALDRIDGE, R.N., and NATHANIEL VYE, Esq., J.P., of the Ilfracombe Life-boat Committee, and others. A considerable crowd, considering the purely agricultural character of the locality, assembled to welcome the boat and witness its first launch at its station, this being successfully accomplished.

THE LIFE-BOAT.*

(DEDICATED TO MRS. HODGES, THE FOUNDER OF THE LIFE-BOAT "LEICESTER.")

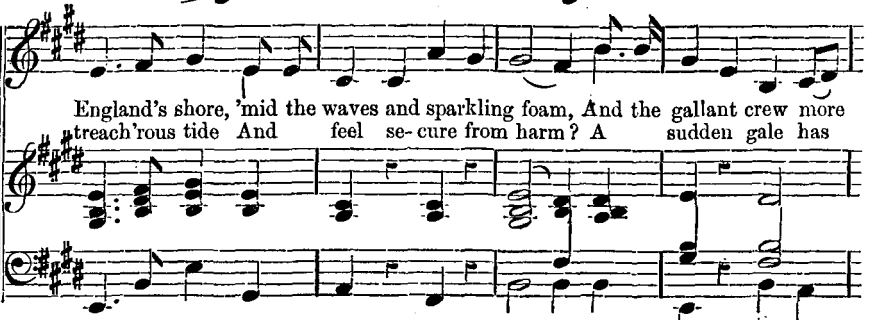
Words by JOSEPH DARE, Esq.

mf  Music by ROSARIO ASPA.



With spirit.

1. The good ship bore to old
2. But who may ride on the

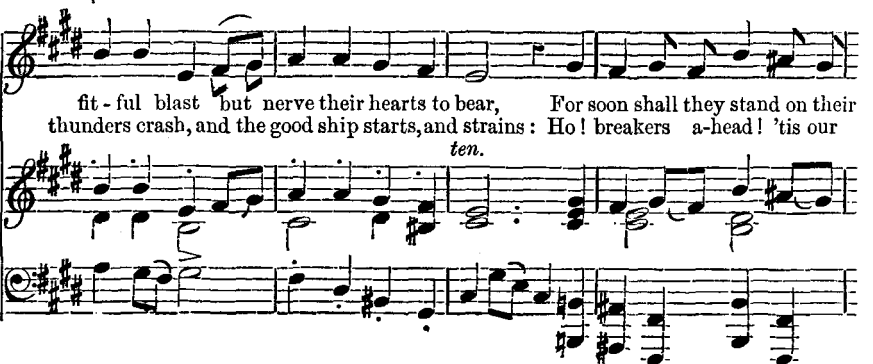


England's shore, 'mid the waves and sparkling foam, And the gallant crew more
treach'rous tide And feel se-cure from harm? A sudden gale has



espress.

joy-ful grew as they thought of love and home. The dangers past of the
rent the sail, and tells a com-ing storm. The mad waves dash, the



fit-ful blast but nerve their hearts to bear, For soon shall they stand on their
thunders crash, and the good ship starts, and strains: Ho! breakers a-head! 'tis our
ten.

* We are indebted to the Author and Composer for permission to reprint this interesting Life-boat Song and Music, which are published at the Pianoforte Rooms, Priory House, Leamington, where the folio edition in the key of E \flat may be had.

na - tive land, and clasp the lov'd ones there. They fear . . . not
wa - t'ry bed, for the an-chor hath slipp'd its chains. Booms the gun . . . of dis -

much slower.

now, either rock, . . . or wave, for the port is nigh! Yes, the port is
- tress, o'er the e - - - choing wave, The shore re-plies! Yes, the shore re -

much slower.

nigh! The port . . . is nigh, and the Life - Boat brave. *tempo primo.*
- plies, The shore . . . re-plies, and the Life - Boat brave.

f *trem.* *f*

f

mf
They have left the strand, but back to the land, a - gain, and a - gain are

p

Detailed description: This system contains the first line of music. The vocal line is in treble clef with a key signature of three sharps (F#, C#, G#) and a 2/4 time signature. The lyrics are "They have left the strand, but back to the land, a - gain, and a - gain are". The piano accompaniment consists of two staves: a right-hand treble staff and a left-hand bass staff. A piano dynamic marking *p* is placed below the right-hand staff.

hurl'd, But the Saxons' blood mounts up with the flood, and onward now they are

Detailed description: This system contains the second line of music. The vocal line continues with the lyrics "hurl'd, But the Saxons' blood mounts up with the flood, and onward now they are". The piano accompaniment continues with similar rhythmic patterns.

whirl'd. Like the sea-weed toss'd, now seen, now lost, the found'ring crew they

Detailed description: This system contains the third line of music. The vocal line has the lyrics "whirl'd. Like the sea-weed toss'd, now seen, now lost, the found'ring crew they". The piano accompaniment features more complex chordal textures.

reach ; Now they la-bour to shore, and yet once more, they quit the crowding

Detailed description: This system contains the fourth and final line of music. The vocal line concludes with the lyrics "reach ; Now they la-bour to shore, and yet once more, they quit the crowding". The piano accompaniment provides a steady accompaniment throughout.

beach: 'Till all . . . are sav'd, from the dead - - - ly

This system contains a vocal line and a piano accompaniment. The vocal line is in a treble clef with a key signature of two sharps (F# and C#). The piano accompaniment consists of two staves, a right-hand treble staff and a left-hand bass staff, both in the same key signature. The music is in a 4/4 time signature. The vocal line has a melodic line with some slurs and accents. The piano accompaniment features a steady rhythmic pattern with some dynamic markings like accents (>) and slurs.

p *Adagio.*
wave. Then bless, kind Heav'n! bless, kind Heav'n! Oh, bless, kind

cres.

p

This system continues the musical score. It begins with a piano (*p*) and *Adagio* tempo marking. The vocal line and piano accompaniment are present. The piano accompaniment has a more complex texture with some tremolos and dynamic markings like *cres.* and *p*. The vocal line has a melodic line with some slurs and accents.

Heav'n! the Life - Boat brave. *tempo primo*

s *f* *trem.* *p* *ff*

This system continues the musical score. It begins with a vocal line and piano accompaniment. The piano accompaniment has a more complex texture with some tremolos and dynamic markings like *s*, *f*, *trem.*, *p*, and *ff*. The vocal line has a melodic line with some slurs and accents.

f *f*

This system continues the musical score. It features a piano accompaniment with two staves, a right-hand treble staff and a left-hand bass staff, both in the same key signature. The music is in a 4/4 time signature. The piano accompaniment features a steady rhythmic pattern with some dynamic markings like *f* and *ff*.

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



GREAT YARMOUTH.—The small surf Life-boat on this station, the *Duff*, went off on the 16th January, 1871, to the brig *Flora*, of Poole, which had parted her anchors and gone on the beach during a strong gale from the South. Proceeding through a heavy surf to the vessel, the Life-boat was fortunately enabled to rescue the crew of 6 men, all of whom were safely landed.

The Yarmouth large Life-boat *Mark Lane* was taken afloat on the 8th March, as the fishing-lugger *Echo*, of Lowestoft, was seen to be in great danger, she having become unmanageable during a heavy gale from S.W. by S. Driving down Yarmouth Roads, she had come into collision with a laden schooner, and it was thought she was in a sinking state. When the Life-boat reached her she was found to be abandoned, and an endeavour was made to bring her to an anchor; this was ultimately successful, and the next morning she was brought into harbour.

On the morning of the 16th March the same large Life-boat went off, in reply to signals of distress shown by the ketch *Equestrian*, of Port Gordon, and found that she had five feet of water in her. It was blowing heavily at the time from the S. With the aid of the Life-boat men the water was fortunately got under, and after employing a steam-tug, the vessel was brought into harbour the same afternoon.

WINCHELSEA, SUSSEX.—The brig *Elizabeth and Cicely*, of Guernsey, ran ashore off this place about one o'clock on the morning of the 16th Jan., and soon began to break up, the crew of 8 men being forced to take refuge in the rigging. When the perilous position of the poor fellows was seen, the rocket life-saving apparatus was got out, and a line fired on board; but the shipwrecked men were too exhausted to use it. The Solicitors' and Proctors' Life-boat, *Storm Sprite*, was then taken along the shore to windward, launched, and suc-

cessfully pulled off to the wreck, when the 8 men were saved, and brought ashore in a very exhausted state, they having, unfortunately, been exposed to the inclemency of the weather some time before their danger was known.

BACTON, NORFOLK.—The ship *Maria*, of Dunedin, came ashore here during a fresh wind from the S.E., on the 22nd Jan. An effort was made by the crew to get her off; but a gale springing up from the E., accompanied by a heavy sea, placed their lives in great jeopardy, for the vessel, which drew 19 feet of water, had grounded on the outer sandbank, where the sea was breaking over her. The Life-boat *Recompense* was quickly got out, and was instrumental in saving the crew of 18 men, and the master's wife, from the stranded ship.

HORNSEA, YORKSHIRE.—The Life-boat *B. Wood*, stationed at this place, went out on the 6th Feb., to rescue the crew and some fishermen who were on board the Norwegian ship *Martha*, which had stranded three days previously off Hornsea. The men were engaged removing tackling and other valuable articles from the vessel by means of a coble. While they were thus occupied, a strong wind from the north-east sprang up, with a heavy surf, rendering the return of the coble impossible. As the tide was rising, and would make a clean sweep over the ship at high water, the men signalled for the Life-boat, which promptly proceeded out to their aid. Great difficulty was experienced in getting near the ship, owing to the strong sea running at the time. This, however, was at length accomplished, and the crew and fishermen, 13 in all, being taken on board the Life-boat, were brought safely to land.

HOLYHEAD.—Early on the morning of the 9th February, a rocket was seen from the end of the Breakwater, thrown in an easterly direction, denoting a vessel requiring assistance. As the weather was comparatively fine at the time the pilots' and harbour boats were ordered out; but soon afterwards a light was seen in the broken water, and thereupon the Life-boat *Princess of Wales* went off, and was met by the pilots returning, who reported that the screw-steamer *Alexandra*, of London, had gone on the Cliperia Rocks, and that they could not approach her on ac-

count of the heavy seas breaking there. The Life-boat quickly proceeded to the spot, and succeeded, with some difficulty, in rescuing the shipwrecked men, 23 in number.

On the 7th March the same boat went off, during a heavy gale from S.S.W., in reply to rocket signals, and found the schooner *Eliza*, of Pwllheli, in a very dangerous position at the end of the breakwater. A steamer had followed the Life-boat out on the weather moderating somewhat, and, with her assistance, the vessel and her crew of 5 men were taken to a place of safety.

TYNEMOUTH, NORTHUMBERLAND.—A very sudden and severe storm was experienced here on the 10th February, when no less than six vessels were wrecked at the mouth of the Tyne within a short distance of each other, besides others that received considerable damage in making for the harbour. It had happened that on the previous day the weather had been unusually fine, and, taking advantage of that circumstance, a large fleet of wind-bound vessels had sailed from the Tyne for the South. A few hours afterwards it fell a dead calm, succeeded by stiff breezes, which ultimately increased to a terrific south-easterly gale. On the wind increasing a large number of the vessels made for the shelter of Shields Harbour, and many of them were successful in reaching it. It was fortunate that such was the case, for by noon, from the North to the South Pier there was one mass of broken water, with huge seas running in every direction, clashing with one another, raising large masses of spray, and rolling up the river with great swiftness and against the rocks and piers with terrible violence. At last, after some vessels had struck on the Sands, but had succeeded in getting off without much injury, no less than four went ashore about the same time. The Shields and Tynemouth Life-boats had been got in readiness, and they at once proceeded out to the wrecks through the tremendous seas. The crews were taken off two of the vessels by the Shields Life-boats; and the Tynemouth Life-boat *Constance* also succeeded in saving the crew of 7 men from another of the vessels—the brig *British Queen*, of London; but although the boats made several gallant and determined attempts to reach

the fourth wreck, their efforts were unsuccessful; the ill-fated crew seemed quite unable also to make use of the rocket-line which was fired over their vessel; and while one of the Life-boats was making another effort to save them, the brig began to break up, and only 2 out of the 6 men on board were saved. Later on, another vessel—the brig *Valiant*, of Jersey—was driven against the staging at the outer end of the North Pier, and then took the ground to the east of the Spanish Battery. Again was the Life-boat *Constance* taken out; and, encouraged by the cheers of the numerous spectators, the Life-boat men were happily the means of saving the crew of 7 men from that vessel, which soon afterwards became a total wreck. In another case later in the day, the crew of a wrecked schooner were saved by the rocket apparatus, zealously and cleverly worked by the Tynemouth Volunteer Coast Brigade. The next day not a vestige of any of these six wrecked vessels was to be seen above water.

HASBOROUGH, NORFOLK.—During very severe weather on the 11th February the Life-boat *Huddersfield* went off, in reply to signals from the Hasborough light-ship, and brought ashore 15 men who had formed part of the crews of the barques *Launceston*, of Shields, and *Arctic Hero*, of Goole, both of which vessels had sunk, after being in collision with each other on the south end of the Hasborough Sands. Unfortunately 11 others on board the vessels lost their lives in the collision. The severity of the weather was such that everything in the Life-boat was frozen, and the crew suffered much in their arduous and trying expedition.

TRAMORE, Co. WATERFORD.—On the night of the same day the schooner *Stranger*, of Newfoundland, was driven ashore on Tramore Sands during a fresh gale from the S.S.E. As soon as she was seen information was sent to the coxswain of the Cambridge University Boat Club Life-boat *Tom Egan*, when the boat was launched at midnight, and was fortunately successful in saving the vessel's crew, numbering 3 men. She sustained some damage in the performance of the service, having struck either a sunken rock or a piece of wreck.

ST. IVES, CORNWALL.—On the 10th

February the brigantine *Queen*, of Yougal, was endeavouring to enter this harbour during a very heavy gale from the N.W. On rounding the pier-head she let go an anchor, but the cable parted, and she drifted about a mile to leeward, when she was brought up by the second anchor. On seeing the danger in which she was placed, the *Covent Garden* Life-boat had, with some difficulty, proceeded out, and boarding the vessel, some of the Life-boat men assisted to let go another anchor. The ship, however, still drifted, and ultimately went on Carrack Gladden Beach. The crew of 6 men were, however, saved by the Life-boat.

FILEY, YORKSHIRE.—On the same day a very severe gale was experienced here, accompanied by a tremendous sea. About noon a vessel, which proved to be the schooner *Mary*, of North Shields, was seen inside the buoy off the Filey Brigg. She was dismasted and altogether in a disabled state, having been overtaken by the storm when off Flamborough Head. It was thought she must go down immediately, with all hands, as no Life-boat, it was considered, could get to her. Nevertheless it was at once resolved to make a strenuous effort to prevent such a sacrifice of human life. Accordingly, without loss of time, the Life-boat, which was all ready mounted on her carriage, was quickly drawn by six horses to the northward about half a mile, and was then launched. There was no difficulty in getting a crew from amongst the fishermen, for the brave fellows almost fought in their anxiety to get the life-belts and take part in the work of saving life. Meantime the vessel was drifting on through a frightful sea; the Life-boat followed, and after a very severe pull gained her, just as she was going ashore, took off the master and crew of 3 men, and safely landed them amidst the cheers of hundreds of spectators. The poor men had given up all hope of saving their lives, although, to use the mate's words, "he knew there was a gallant Life-boat and crew at Filey." Their vessel sank soon after they had been saved by the Life-boat.

PORTHDINLLAEN, NORTH WALES.—The Life-boat *Cotton Sheppard*, stationed here, was also launched the same day to the aid of the schooner *St. Fergus*, of Aberystwith, which had shown signals of distress on

account of her being in very shallow water and in danger of striking the ground. The master requested that the Life-boat would remain by the vessel until the tide began to flow, and she did so. Fortunately as the flood tide made, the gale suddenly moderated, and the schooner rode it out in safety.

BRIDLINGTON, YORKSHIRE.—The most distressing calamities in connection with this disastrous storm of the 10th. February happened at this place. It was a storm which raged on some portions of the east coast with a severity unequalled within the memory of living man, and was felt here with the greatest violence. Fortunately the Institution's Life-boat on this station, which had never previously had an opportunity of rendering active service, was enabled to do noble work, as the following account will show. It appears the wind began to blow fresh about two A.M., and increased till, at day-break, it was a perfect gale, from E.S.E., with snow and sleet. Vessels rapidly came in sight; and in a very short time the sad spectacle was presented of seventeen ships all ashore at the same time, and one after another rapidly breaking up. The Society's Life-boat was at once got out, and also a small Life-boat called the *Harbinger*, presented by Count GUSTAVE BATTYANY to the boatmen of Bridlington Quay. It should be noted that this boat was not built by the Institution, but by a builder in the town, and that she was considered by the most competent judges to be too small for work in a very heavy sea. In the early part of the day there seems to have been an honourable rivalry between the two boats as to which should do the best service. At half-past eight A.M. the *Harbinger* went off to the assistance of a vessel called the *Friends' Increase*, but was unable to reach her. The Institution's Life-boat, however, succeeded in getting alongside, took off the crew of 4 men, and brought them safely to shore. She then went out again, and made her way to the most distant of the distressed ships, intending to relieve those nearer the shore as she returned. The smaller Life-boat, however, followed in her wake, and did the work of rescue astern of the larger one. The *Harbinger* thus rescued three crews and the other Life-boat three, the latter boat this time saving the crews

of the brigantine *Echo* (6 men) and of the brig *Windsor* (6 men). The small Life-boat then proceeded to two other vessels, and saved their crews. Meanwhile the other Life-boat put forth to the aid of a large vessel, which had gone ashore in a situation most difficult to reach. For two hours the Life-boat crew gallantly fought against winds and waves in the endeavour to reach her, but this it was found impossible for human strength to accomplish, and at length the vessel turned completely over, and went down with all hands on board. Some of the crew of the Life-boat were so exhausted with their continued exertions that they had to be carried up from the boat. After this the small Life-boat, with a crew consisting mainly of volunteers, amongst whom was the builder of the boat, went to the help of two other vessels, but on getting alongside one of them she was capsized, and 6 out of her crew of 9 were drowned. The unfortunate builder, who had unbounded confidence in his boat, was amongst the sufferers. One of the survivors describes the calamity in these words:—"The boat was hanging a little astern of the vessel, and on hauling her nearer to take off the only hand left, an awful sea struck the vessel, and ran up her side, going right over and striking the after part of the small Life-boat, putting her stern low in the water. Another fearful sea struck the boat, and turned her right over, lifting her high in the air, one man being under her, till she righted by being struck by another sea, and two men regained her in some way, I don't know how." The boat was carried ashore by heavy seas, without any effort on the part of the three survivors, the oars being all broken or lost. Deeply as all friends of humanity must regret such a melancholy occurrence, it must be remembered that this boat had been pronounced by competent judges too small for service in such extreme weather, that she was deficient in the self-righting property possessed by the boats of the NATIONAL INSTITUTION'S build, and that the poor fellows who manned her were not provided with the cork jackets invariably worn by the crews of the Institution's boats. In all the long record of gallant deeds of saving life done by the Life-boats of the Institution, very few cases are found in which any member of the Life-boat crews has been sacrificed. The boatmen of Bridlington had always

shown a preference for the small Life-boat to which this calamity occurred, as she was much lighter in the water, and required much less labour to work. The event has proved that in her case those qualities were not consistent with her safety. Rewards were at once granted by the Institution to the crews of both Life-boats, and a liberal grant in aid of the fund for the widows and orphans of those who unhappily lost their lives in this service, the Institution's contribution for these purposes amounting altogether to 149*l.*, in addition to the large local subscription specially raised to meet the requirements of the case.

PAKEFIELD, SUFFOLK.—At daylight, on the 6th February, after it had been blowing a fresh gale all night, a schooner was observed, about six miles from this place, with a flag of distress in the rigging. The Life-boat *Sisters* promptly went to her aid, and found she was a very old vessel, the *Frances*, of Cardigan, and that her sails were split; besides which, she was in a leaky condition, and her crew in a most exhausted state. Some of the Life-boat men then went on board, and worked hard at the pumps; and ultimately the schooner, in tow of the Life-boat, was got safely into Lowestoft Harbour.

CULLERCOATS, NORTHUMBERLAND.—On the 6th February, two fishing-cobles, which had put to sea from this place to pursue their ordinary avocations, were overtaken by a heavy gale, and ran back to the Haven, but were unable to enter, on account of the heavy seas which were running on the bar. At the request of the inhabitants, the Life-boat *Palmerston* was launched, and proceeded to the point of danger. Even then the risk of taking the bar in safety was so great that the crews of the boats were warned by signals not to attempt it, but to go to the southward. They then proceeded towards Shields, and after lying off there a considerable time, they were fortunately towed into that harbour by a steam-tug, in safety.

FISHGUARD, SOUTH WALES.—During a strong gale from the N.N.E., and in a heavy sea, on the 21st February, two vessels were at anchor in this roadstead. One of them was labouring very heavily; and at last she exhibited a signal of distress, which being observed from the shore,

the Life-boat *Sir Edward Perrott* was at once taken off to her aid, and the splendid way in which the boat got through the broken sea was much admired by all. When she got alongside the vessel, she proved to be the schooner *Halswell*, of Bridgwater, and the master wished for assistance to get her into harbour; but this not being practicable, there not being then sufficient depth of water, he refused any other aid. The boat then went to the other vessel, the schooner *J. W. A.*, of Newquay, but her services were also declined by that crew: whereupon the Life-boat returned to the shore, and was placed in her house. The crew were about to disperse when the signal of distress was once more hoisted. Without any hesitation, the boat was again got into the water, and after some little difficulty in getting her off the beach, they proceeded to the two vessels, and found the crews then wished to be taken ashore, as the sea had become heavier. Accordingly the men, 10 in number, were taken into the Life-boat and safely landed.

On the 16th March it was blowing a whole gale from the N.N.E., accompanied by a terrific sea, when the Schooner *Ann Mitchell*, of Newquay, came into the bay in a distressed state, and after a narrow escape of being blown on the rocks, where all hands would inevitably have perished, the crew succeeded in running her on the Goodwick Sands. The Life-boat quickly went to the assistance of the crew of 5 men, who were found to be quite exhausted and helpless. With some difficulty they were saved by the Life-boat. The boat had not been long ashore before the schooner *Carnsew*, of Hayle, which was at anchor in the bay, parted both chains, and also went on to the Goodwick Sands. The Life-boat was again launched, and fortunately succeeded in saving the lives of this vessel's crew of 4 men. In both these services the Life-boat and crew behaved admirably, it being stated, indeed, that the behaviour of the boat "could not be better."

Again, on the 12th July, two lads, in a small sailing-boat, were driven out to sea during a strong wind from the S.S.W., and being unable to return, they dropped anchor, and tied a cravat on an oar, as a signal to those on shore, which being observed, their brothers and some sailors put off to their assistance. The coxswain

of the Life-boat also deemed it prudent to take out the boat to their aid; and on reaching them, the two boats were taken in tow by the Life-boat, and soon brought to land.

BULL BAY, ANGLESEY.—The schooner *Albion*, of Beaumaris, while at anchor about a mile and a half from the Life-boat station, on the 12th February, during a strong S.S.W. wind, hoisted a signal of distress. The Life-boat *Eleanor* proceeded to her, and, at the request of the master, some of her crew were put on board, and were successful in bringing the vessel and crew safely into Amlwch Harbour.

CAISTER, NORFOLK.—The barque *Jane Kilgour*, of London, went on the Cross Sands, off this coast, on the 22nd February, and the Caister beachmen proceeded to her in one of their yawls, and endeavoured, by cutting away the masts, to get her off the sands. Their efforts, however, proved unsuccessful, and, as the night was coming on, and they feared there would be no means of saving the vessel's crew, on the flood-tide making, a message was despatched to the shore, by another yawl which had come out, for the large Life-boat, which arrived at the Sands about five o'clock in the evening, and remained by the barque for about three hours, when, as there was about fourteen feet of water in her, the crew of 13 men had to abandon her. Accordingly they were taken into the Life-boat, which proceeded with them towards Yarmouth, into which harbour the boat was towed by a steam-tug. The vessel afterwards became a total wreck. She was on a voyage to Demerara, with a cargo of coals.

PORTMADOC, NORTH WALES.—The Life-boat *John Ashbury*, on this station went off, during a strong wind, before daybreak on the 20th February, in response to signals of distress shown by the ship *River Nith*, of Liverpool, which was bound to that port from Calcutta with a valuable cargo, and which had stranded near the Castle Rock, off Criccieth. Some of the crew boarded the vessel, gave the master every information as to his whereabouts, and assisted in working the sails, &c., so that the ship, which was hard aground fore and aft, might be got off. The Life-boat then returned to shore with a message for a steam-tug, and two steamers

arriving, the vessel was ultimately got afloat and safely towed to St. Tudwell's Roads.

NEWCASTLE, DUNDRUM BAY.—On the 1st March the brigantine *William*, of Londonderry, was seen driving into Dundrum Bay, during a strong S.S.E. wind. She had her foremast carried away by the deck, and was waterlogged. The Life-boat *Reigate* was launched, and succeeded in saving the whole of the vessel's crew, 5 in number, about an hour before the vessel went down. **JAMES HILL**, the coxswain of the Life-boat, was thrown out of the boat when nearing the wreck; but being supported by his life-belt, he was picked up again in about ten minutes, without having sustained any serious injury.

ALDBOROUGH, SUFFOLK.—During a strong gale from the S.S.E., and in a very heavy sea, on the morning of the 16th March, the *George Hounsfild* Life-boat put off and succeeded in taking into Harwich harbour the distressed brigantine *Isabella Heron*, of Blyth, and her crew of 6 men. The vessel, which was in a leaky state, was bound to Boulogne with a cargo of coals. The Life-boat men were much pleased with their boat, and with the way in which she took them off the land under canvas, the wind being dead on shore at the time.

HOWTH, DUBLIN BAY.—A dredging-barge was in imminent danger of going down near the east end of this harbour during a whole gale of wind on the 9th March, her anchor having dragged and the sea breaking over her. The only hope for her crew of 4 men was the Life-boat, as their own small boat was sunk by the heavy seas. Promptly, therefore, was the Life-boat taken to the spot, and fortunately she was instrumental in saving the 4 men.

NEWBIGGIN, NORHUMBERLAND.—During a strong gale on the 10th March the Newbiggin Life-boat, *William Hopkinson of Brighthouse*, was launched to the assistance of seven fishing cobles, which had been overtaken by the storm which had suddenly sprung up, and were in much peril, the sea being very high. Fortunately, with the aid of the Life-boat, the boats and their crews were all got safely ashore.

FLEETWOOD, LANCASHIRE.—On the evening of the 1st April, two soldiers were

observed to be surrounded by the tide, on the North Warp Bank, about three miles from Fleetwood. The Coastguard immediately launched their boat and went to the rescue; they reached the men with much difficulty, against the heavy sea and strong wind blowing on shore, and found one had taken refuge on the beacon, but that the other, in attempting to attain a similar position, had been washed from it and had perished in the surf. Finding it impossible to succour the man on the beacon, they made the best of their way to the shore and assisted in launching and manning the Life-boat *Edward Wasey*. After an arduous pull for three miles against wind and tide, the Life-boat succeeded in taking the man from the beacon and brought him safely into Fleetwood harbour about 10 o'clock that night. Five Fleetwood pilots had also put off in a boat to the assistance of the endangered man, but they could not reach him on account of the heavy sea, their boat being nearly swamped in the attempt, and after staying by him some time, they returned when they saw the Life-boat approaching.

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#### SUMMARY OF THE

#### MEETINGS OF THE COMMITTEE.

THURSDAY, 5th Oct., 1871: THOMAS CHAPMAN, Esq., F.R.S., F.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 Greystones, Kingstown, Drogheda, Nanny River, Wicklow, Arklow, Courtown, Cahore, Wexford, Carnsore, Duncannon, Tramore, Dungarvan, Ardmore, Ballycotton, and Queens-town.

Also the Report of Captain D. ROBERTSON, R.N., the Assistant-Inspector of Life-boats to the Society, on his recent visits to Stonehaven, Montrose, Arbroath, Buddon Ness, Broughty Ferry, St. Andrews, Anstruther, and North Berwick.

Read letter from the Secretary of the Campbelltown and Southend Branch, of the 29th Sept., stating that the Southend (Cantyre) Life-boat had been taken out for exercise on that day in the presence of Her Royal Highness the MARCHIONESS OF LORNE and the MARQUIS OF LORNE, who were much interested in the proceedings.

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

|                                                        | £. | s. | d. |
|--------------------------------------------------------|----|----|----|
| Belfast Branch, per A. H. COATES, Esq.                 | 48 | 17 | 6  |
| H. R. . . . .                                          | 25 | 0  | 0  |
| Leek Branch, per W. BUCHAN, Esq., additional . . . . . | 22 | 5  | 0  |

|                                                                |    |    |   |
|----------------------------------------------------------------|----|----|---|
| Peterhead Branch, per W. BAXTER, Esq., additional . . . . .    | 15 | 0  | 0 |
| Woolwich Steam Packet Company, per W. P. JACKSON, Esq. . . . . | 10 | 10 | 0 |

— To be severally thanked.

Also that the following legacies had been bequeathed to the Society:—

|                                                              |    |    |   |
|--------------------------------------------------------------|----|----|---|
| The late THOMAS SHIPSTONE, Esq., of Beverley, York . . . . . | 50 | 0  | 0 |
| The late Mrs. MARY ANN REPPER, of Camborne . . . . .         | 10 | 1  | 8 |
| The late Miss MARY CLARK, of Ramsgate . . . . .              | 9  | 10 | 0 |

Reported the transmission to its station of the new Life-Boat for North Berwick, N.B., the cost of which had been presented to the Institution through Lodge of Faith, No. 141, of the Order of Freemasons.

The Life-boat had its harbour trial in the Regent's Canal Dock, Limehouse, on the 12th Sept. in the presence of Freemasons and a large number of their friends, who expressed themselves as much interested in the proceedings. The boat was also publicly launched at North Berwick on the 16th Sept.

Read letter from EDWARD JACOB, Esq., Hon. Secretary of the Tramore Branch of the Institution of the 28th Sept., forwarding 24l. 1s. 6d., being the proceeds of a sale of needle and other work, which had recently taken place there in aid of the funds of the Society. Some of the goods sold had been left from the stall of the Branch at the Irish National Life-boat Bazaar, and the other articles had been contributed by different ladies at Tramore. Mr. JACOB, on a subsequent occasion, also forwarded a further sum of 35l. to the Institution, the result of a sale of ladies' work, &c., at Clonmel.— To be thanked.

Mr. LEWIS, the Secretary, reported that he had during the months of August and September, visited some of the Life-boat stations on the coasts of Devon and Cornwall. He found everything in excellent order, and the crews continued to express their high appreciation of the qualities of the Life-boats.

Ordered that various works be carried out at the Sunderland, Filey, and Lossiemouth Life-boat stations at an expense of 356l. 7s.

Paid 3,493l. 18s. 2d. for sundry charges on various Life-boat establishments.

Voted 14l. 15s. to pay the expenses of the Whitehaven Life-boat in putting off during a strong breeze from the W.S.W., on the 20th Aug., to the assistance of the schooner *Intrepid*, of Liverpool, which was in distress off Whitehaven. The Life-boat remained by the vessel until the arrival of a steam-tug, which brought her safely into port.

Also 13l. 15s. to pay the expenses of the Dundalk Life-boat in putting off during a W.S.W. gale, on the 24th Aug., with the view of assisting the brigantine *Zoe*, of that port, which was dismasted off Cooley Point. At the request of the master, the Life-boat remained by the vessel until five o'clock the next morning, as all her boats were destroyed, when a steam-tug arrived, and assisted her into a safe position.

Also 6l. 18s. to pay the expenses of the Peterhead Life-boat in putting off to the distressed fishing-boat *George and Ann*, of Cairnbulg, on the 22nd Sept. The fishing-boat was in a perilous situation and the crew in a most exhausted state. Encouraged, however, by the thought that the Life-boat was at hand to assist them in the event of any accident happening, sail was made and the fishermen got safely to land.

Also 22l. 7s. to pay the expenses of the Rye Life-boat in going off twice, during a heavy gale from the S. on the 27th Sept., to the stranded brigantine *Cyrus* of that port. The boat was happily the means on the second occasion, under circumstances of great peril, of saving the crew of 9 men, who, when the Life-boat approached them, were enabled to drop into it one by one from the bowsprit of the vessel, the seas being so heavy that the boat dared not go alongside.

Also 9l. 12s. to pay the expenses of the Hunstanton Life-boat in going out to the schooner *Major*, of Lynn, which had gone ashore at Holme, on the 30th Sept., and in bringing safely ashore the 4 persons on board the vessel.

Also 22l. 7s. to pay the expenses of the Donna Nook Life-boat in putting off on the 30th Sept., and gallantly saving the master, mate, and 4 of the crew from the rigging of the wrecked Italian barque *Three Sisters*. The pilot and 8 others of the crew of the vessel had unhappily perished from cold and exposure, they having been some hours in the rigging during the night, and nothing being known of the wreck until daybreak.

Also 27l. 14s. to pay the expenses of the Skegness Life-boat in going off, during a heavy gale from the N.E. on the 30th Sept., and rescuing 7 men from the brig *Regina*, of London, and 7 men from the brig *Orb*, of Whitby.

Subsequently, the crew of the Life-boat succeeded in taking the last-named vessel into Boston Deep.

Also 16l. 2s. 6d. to pay the expenses of the Whitby Life-boat in putting off, through a very heavy surf on the 2nd Oct., and bringing safely ashore the crew of 3 men of the schooner *Despatch*, of that port, which was in a distressed condition off Whitby.

Also 57l. 7s. 2d. to pay the expenses of the Life-boats at Rhyl, Llanddwyn, Broughty Ferry, Bembridge, Montrose, Drogheda, Scarborough, and Winchelsea, in putting off with the view of rendering assistance to various distressed vessels, but which fortunately did not ultimately require the aid of the Life-boats.

Reported the services of the Peterhead Life-boat in going out during a gale from the E. on the 1st Oct. to the assistance of the schooner *Courier*, of Lerwick, which was at anchor in Peterhead Bay, making signals for aid, a large pilot boat having failed to effect a communication with her on account of the heavy sea. The Life-boat placed some men on board the schooner, and she was then brought into harbour, with the loss of part of her sails.

Also that the Cullercoats Life-boat had, on the 27th Sept., proceeded to the assistance of 3 fishing cobsles which were unable to cross the bar owing to the very heavy sea running at the time.

Also that the Caister large Life-boat had gone off, on the 24th Sept., to the help of the schooner *Angora*, of Bangor, which was in a very leaky state; after freeing her of water, she and her crew were, with the aid of a steamer, taken into Lowestoft Harbour. While on their way with this vessel, another small one, the sloop *Trafalgar*, of Cley, was seen to have distress signals flying. The Life-boat promptly proceeded to her, and found she was in the greatest peril; but she also was got into Lowestoft.

Voted the Silver Medal of the Institution, and a copy of the vote inscribed on vellum, to Miss JANE CAMPBELL, of Drogheda, Ireland, in acknowledgment of her brave conduct during a strong easterly gale, in wading into a heavy surf and saving one of the crew of the brig *Manly*, of Whitehaven, which had been wrecked near Drogheda Bar, on the 27th Sept. He was in a very ex-

hausted state when rescued, as he had been a long time in the water, and had floated some distance with the aid of a life-buoy, and he would inevitably have perished had it not been for the noble conduct of Miss CAMPBELL in rushing at great peril to his rescue, and then using proper means to restore him to consciousness. The thanks of the Institution inscribed on vellum were also presented to Mrs. FOX, of Kells, near Drogheda, in testimony of her most valuable services in aiding and encouraging Miss CAMPBELL to accomplish her mission of mercy.

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

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

Also the Report of the Inspector of Life-boats on his recent visits to Courtmacsherry, Valentia, Drogheda, Clogher Head, Dundalk, Giles' Quay, and Howth.

Also the Report of the Assistant-Inspector of Life-boats, on his visits to the Brighton, Penarth, and Porthcawl Life-boat Stations.

Reported the receipt of an additional contribution of 400l. from a Friend, per GEORGE HENRY ASTON, Esq., of the Stock Exchange, to defray the cost of the Walmer Life-boat Establishment, the boat to be named the *Centurion*. The donor had altogether presented the munificent sum of 1000l. to the Institution.—*To be thanked.*

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

|                                                                                                        |     |    |    |
|--------------------------------------------------------------------------------------------------------|-----|----|----|
| Lincolnshire Coast Shipwreck Association Branch, per Rev. R. W. CROFT, additional . . . . .            | £.  | s. | d. |
| Mrs. ELIZABETH BOYS, additional . . . . .                                                              | 150 | 0  | 0  |
| Mrs. ANNE GOMONDE, additional . . . . .                                                                | 20  | 0  | 0  |
| Proceeds of an entertainment at the Frere Hall, Kurrachee, per Capt. GILES, Master Attendant . . . . . | 14  | 10 | 0  |
| — <i>To be severally thanked.</i>                                                                      |     |    |    |

Produced an extract from the will of the late Mrs. C. E. WALMESLEY, of Connaught Square, in which she bequeathed a legacy of 300l., free of duty, to the Society.

Reported the transmission to their stations of the new Life-boats for Walmer, Pembrey, and Theddlethorpe.

The General Steam Navigation Company had kindly allowed the Walmer boat to be towed, free of charge, by one of their vessels from London to its station, and Messrs. CLARK and REEVE, of Norwich, had also given permission for one of their steamers to tow the Theddlethorpe Life-boat from Yarmouth to its destination on similar liberal terms.—*To be thanked.*

Ordered that various works be carried out at the Drogheda, Yarmouth, and Exmouth Life-boat stations, at an expense of 268l. 12s. 8d.

Decided that the thanks of the Institution be presented to Captain ARENGO CROSS, in acknowledgment of his past valuable co-operation as the Honorary Secretary of the Carmarthen Bay Branch of the Society.

Paid 2,936l. 3s. for sundry charges on various Life-boat Establishments.

Voted 9l. 12s. to pay the expenses of the Ramsey Life-boat in putting off during a strong southerly gale, and in a very heavy sea, on the 29th Oct., and rescuing the crew of 3 men from the schooner *Pausilippo*, which had been caught in the gale, and, after losing her mainboom and

having her mainsail split, had gone ashore in a leaky state to leeward of the North Pier at Ramsey, and had soon become water-logged, the sea breaking heavily over her. It was not without some difficulty, on account of the strength of the wind and sea, that the Life-boat was enabled to regain the harbour with the shipwrecked men.

Also 10l. 5s. to pay the expenses of the Howth Life-boat in going off during a fresh gale from the E., on the 31st Oct., and saving 5 men from the schooner *Adelaide*, of Malahide, which had stranded on the Baldoyle Sands.

Also 96l. 16s. 6d. to pay the expenses of the Wells, Sutton, Tynemouth, Newquay (Cornwall), Courmacsberry, Teignmouth, Great Yarmouth, and Moelfre Life-boats in putting off in reply to signals of distress from various vessels, but which, fortunately, did not ultimately require the aid of the boats.

Reported that, while the Salcombe Life-boat was out on exercise on the 18th Aug. in a strong wind and heavy sea, the *Kingsbridge Packet* steamer came out of that harbour bound for Plymouth, and shortly after she had passed the Salcombe Mewstone, her machinery gave way, when she became disabled, and rapidly drifted to leeward in the direction of the rocks. The Life-boat at once went to her assistance, and eventually the steamer got into harbour, and on entering the smooth water she was enabled to use her engines, and go to Kingsbridge for repairs.

Also that the Scarborough Life-boat had put off while it was blowing from the E.N.E., on the 2nd Oct., and had assisted safely to land four fishing-cobles, which were in a distressed condition off that place.

Also that the Cadgwith Life-boat had taken out, on the 18th Oct., an extra grapnel to a fishing-net, containing a large quantity of fish, it being unsafe at the time for any ordinary boat to venture out.

Also that the Caister Life-boat had gone out on the 31st Oct. in reply to signals of distress from the brigantine *Norval*, of Sunderland, which was in a dangerous position in Yarmouth Roads. Fortunately, the Life-boat was enabled, with the help of a steamer, to take the vessel safely into Corleston Harbour.

Voted 5l. to 6 men, who put off in shore-boats, and were enabled to save 4 out of 6 Coastguard men, whose boat had been capsized off the Ross-lare (Wexford) Coastguard station during an easterly gale on the 29th Sept.

THURSDAY, 7th Dec., 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.

Reported that His Grace the President of the Institution had consented to become one of the Honorary Vice-Presidents of the "Société Royale et Centrale des Sauveteurs de Belgique."

Colonel FITZROY CLAYTON was personally thanked by the Committee for his continued kind services on behalf of the Life-boat cause.

Read and approved the Report of the Inspector of Life-boats to the Society on his recent visits to the Bridlington, Flamborough, Filey, Scarborough, Sunderland, Maryport, and Blackpool Life-boat Stations.

Also the Report of the Assistant-Inspector of Life-boats to the Institution, on his recent visits to Swansea, Pembrey, Ferryside, Tenby, New Milford, Milford Haven, Wexford, Howth, Kingstown, Poolbeg, Drogheda, Dundalk, Newcastle (Dundrum), and Tyrella.

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

|                                                                                                          | £.  | s. | d. |
|----------------------------------------------------------------------------------------------------------|-----|----|----|
| JOSEPH PERTWEE, Esq., additional . . . . .                                                               | 105 | 0  | 0  |
| A. A. VANSITTART, Esq., additional . . . . .                                                             | 50  | 0  | 0  |
| Wolverhampton Branch, per Captain SEGRAVE, additional . . . . .                                          | 52  | 10 | 0  |
| Scarborough Branch, per J. STEPHENSON, Esq., additional . . . . .                                        | 50  | 0  | 0  |
| Proceeds of an Entertainment by the Members of the Newport (Mon.) Ilustrionic Club, additional . . . . . | 41  | 2  | 11 |
| Proceeds of a Concert by the Shippers and Sailors of Greenwich, per Mr. THOS. BLAIR . . . . .            | 30  | 1  | 0  |

— To be severally thanked.

Reported the receipt of 640l. from the S. Michael's, Paddington, Life-boat Fund, which had been realised through the indefatigable exertions of the Rev. G. F. PRESCOTT, M.A., the Vicar, assisted by Mr. W. VINCENT, the Verger.

Decided that the thanks of the Society be presented to Mr. PRESCOTT and Mr. VINCENT, and that the Flamborough No. 2 Station be appropriated to this Life-boat fund, the boat being named the *S. Michael's, Paddington*.

Also the receipt of 450l. from JOHN E. LIGHTFOOT, Esq., of Accrington, to defray the cost of the Banff Life-boat, the boat to be named the *John and Sarah*.— To be thanked.

Decided that the gift of 680l. from a friend, per Miss CLARA BAKER, of Lowndes Square, to defray the cost of a Life-boat Station, the boat being named after that lady, be appropriated to the Howth new Life-boat, in lieu of the Flamborough No. 2 Station.

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

|                                                                                                                                                            | £.  | s. | d. |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|----|
| The late ROBERT ATTON, Esq., of Taunton, for a Life-boat, to be named the <i>Grace Woodbury</i> , and stationed on the coast of Devon, duty free . . . . . | 800 | 0  | 0  |
| The late RICHARD STONE, Esq., of Uiceby, Lincoln . . . . .                                                                                                 | 100 | 0  | 0  |
| The late P. L. HUSSEY, Esq., of Brighton (reversionary) . . . . .                                                                                          | 50  | 0  | 0  |
| The late WILLIAM CAMPBELL, Esq., of Hastings . . . . .                                                                                                     | 10  | 0  | 0  |

Reported that the Right Hon. EDWARD CARDWELL, M.P., Her Majesty's Secretary of State for War, had kindly made an additional grant to the Institution of four 12-pounder and two 6-pounder Carronades, and six 5½-inch Howitzers, to be used for signalling together the crews at some of its Life-boat stations.— To be thanked.

Reported the transmission to their stations of the new Life-boat for Wexford, and the two Flamborough Life-boats.

Also that the Walmer new Life-boat had been publicly launched at its station, and the boat-house formally opened, on the 15th Nov.

The Earl GRANVILLE and his little girl, Lady VICTORIA, Count APPONYI, late the Austrian and Hungarian Ambassador, the Prince and Princess DE BROGLIE, Lord ACTON, C. H. COOKE, Esq., Honorary Architect to the Institution, and many others were present on the occasion; the Life-boat being named by Lady VICTORIA.

Read letter from the Secretary of the Admiralty, of the 3rd Nov., calling attention to a description of a plan of Life-boat designed by Mr. JOHN HICKS, Coastguard boatman at the Boxhill Station.— To be acknowledged.

Decided that the thanks of the Institution be presented to JOHN PURVIS, Esq., of St. Andrew's, N.B., in acknowledgment of his valuable co-operation during the long period he occupied the office of Honorary Secretary of that branch of the Society.

Also to Mr. JOSEPH S. T. BREWSTER, proprietor of the Wolverhampton Concert Hall, for his liberality, extending over several years, in giving annually the proceeds of an entertainment to the Institution.

Ordered that various works be carried out at the Sunderland, Howth, and Tenby Life-boat stations, at an expense of 232*l*.

Decided, at the request of the local boatmen, to replace the present Life-boat on the Black Middens station, at Tynemouth, by a larger boat, 33 feet in length by 8 feet in width, and to appropriate the same to the Ancient Order of Foresters, in place of their first Life-boat, named the *Forester*, and stationed at Newquay, in Cardigan Bay.

Reported that Capt. H. STEENGRAPPE, the Inspector of Life-boats to the German Life-boat Society, had visited England to see the working of THE NATIONAL LIFE-BOAT INSTITUTION, and had expressed himself as much gratified with the efficiency of the Life-boat stations visited by him.

Paid 2,725*l*. 3*s*. for sundry charges on various Life-boat establishments.

Voted the Silver Medal of the Institution and a copy of its vote inscribed on vellum, to Mr. J. SMALLRIDGE, coxswain of the Braunton Life-boat, together with 13*l*. to himself and the crew of the boat, in testimony of their gallant services in saving 7 of the crew of the brigantine *Nigretta*, of New York, which had stranded on Saunton Sands on the 15th Nov. SMALLRIDGE had on several other occasions assisted in Life-boats and otherwise to save life from wrecks.

Also 7*l*. 18*s*. 6*d*. to pay other expenses connected with this service.

Also 13*l*. to pay the expenses of the Lytham Life-boat in putting off twice during a N.W. gale on the 9th Nov., and rescuing the crew of 7 men of the French brig *Jeune Colombe*, which had gone on the Horse Bank.

Also 6*l*. 10*s*. to pay the expenses of the same valuable Life-boat in going out three days afterwards, and bringing ashore the crew of 4 men from the schooner *Jubilee*, of Preston, which had gone on the Horse Bank in a heavy ground-swell. Fortunately the vessel held together until the sea went down, when the Life-boat again went off to her, with other boats, and being lightened, the schooner was got off and taken into harbour.

Also 9*l*. 15*s*. to pay the expenses of the Moelfre Life-boat, in going off to the Dulas Rocks during a heavy gale and in a rough sea, on the 14th Nov., and rescuing 2 men belonging to the schooner *Confidence*, of Aberystwith, which vessel had been driven on to the rocks.

Also 10*l*. 8*s*. to pay the expenses of the Whitehaven Life-boat, in putting off during a heavy gale from the S. on the 14th Nov., and saving the crew of 4 men belonging to the smack *Demitian Lass*, of the Isle of Skye. The men had just been taken into the Life-boat from their own small boat, when a heavy sea struck, and capsized it.

Also 30*l*. 5*s*. to pay the expenses of the Brooke Life-boat, in going off twice while it was blowing a fresh gale from the W.N.W., on the 15th Nov., and bringing safely ashore the crew, consisting of 21 men, of the barque *Cassandra*, of Liverpool, which was wrecked in Compton Bay.

Also 20*l*. 8*s*. to pay the expenses of the Peterhead Life-boat, in going out during a strong S.S.W. gale, on the 19th Nov., and rescuing the

crew of 10 men from the barque *Albion*, of Rostock, which had stranded on Kirkton Head.

Also 9*l*. 2*s*. 6*d*. to pay the expenses of the Hauxley Life-boat, in putting off through a heavy sea on the 20th Nov., and bringing safely ashore 8 men from the brig *Osborne*, of Hartlepool, which had gone ashore on Hadston Scarr.

Reported that the two Caister Life-boats had put off, on the 14th and 15th Nov., to the screw-steamer *Benjamin Whitworth*, which had got on the Cross Sands. The Life-boats remained for some time in her vicinity in readiness to help her crew and the shoremen who had gone on board to render assistance.

Also that the Pembrey Life-boat had brought the French schooner *Pierre Desirée*, of St. Valerie, safely to land on the 15th Nov., the vessel at the time being in a very disabled state, both anchors and sails being gone, and there being seven feet of water in the hold.

Also that the Burnham Life-boat had put off in tow of a steamer on the 17th Nov., in reply to signals of distress, and, at the request of the mate, remained some time alongside the barque *Storm*, of Cardiff, which had gone on the rocks, while only 5 of the crew were on board.

Also that the two Whitby Life-boats had gone off, in a heavy gale and high sea, on the 6th December, and had rescued the crew, consisting of 18 men, of 6 fishing cobles, which were in distress off that place.

Also that the Caister surf Life-boat had put off on the 6th Dec., and had succeeded in getting the Norwegian brig *Typhon* off the Barber Sands.

Voted 105*l*. 4*s*. 2*d*. to pay the expenses of the Life-boats at Kessingland, Aberystwith, Porthdinllaen, Donna Nook, Tramore, Peterhead, Cleethorpes, and Tynemouth, in either assembling the crews, or in putting off, in reply to signals of distress from various vessels which, fortunately, however, did not ultimately require the services of the Life-boats.

Voted 5*l*. 10*s*. to JAMES DOHERTY and his boat's crew, for putting off and rescuing 9 men from a small boat belonging to the ship *Nagasaki*, of North Shields, which vessel had sunk about 9 miles north of Glen, Ireland, during a S.S.W. gale on the 29th Aug. last.

Also 2*l*. to MICHAEL BARRY and GEORGE CAMPBELL, for saving the crew of 4 men of the schooner *Mary Ann*, of Belfast, who had taken to their boat, and were in a very dangerous position near the Sheafug Rock, on the Irish coast, on the 17th Oct. last.

#### A WRECK.

I saw a wreck upon the ocean flood.  
How sad and desolate! No man was there;  
No living thing was on it. There it stood.  
Its sails all gone; its masts were standing bare;  
Tossed in the wide, the boundless, howling sea.  
The very sea birds screamed, and passed it by.  
And as I looked, the ocean seemed to be  
A sign and figure of eternity.

#### NOTICE.

The next Number of the "LIFE-BOAT JOURNAL," containing the Annual Report, will be published on the 1st May next.

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.  
Vice-Patron—HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.



## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that, during the past year (1871) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £21,653, on its 232 Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 888 persons from various Shipwrecks on our Coasts, for which services it granted 19 Silver Medals and Votes of Thanks on Vellum, and pecuniary rewards to the amount of £2,302.

The Life-boats of the Institution were instrumental, in 1871, in rescuing the crews of the following wrecked vessels:—

|                                                                                       |                                                                              |                                                                                        |
|---------------------------------------------------------------------------------------|------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| <i>Adelaide</i> , schooner, of Malahide..... 5                                        | <i>Howth</i> —dredging barge..... 4                                          | <i>Ros</i> , schooner, of Ipswich—saved vessel and crew..... 4                         |
| <i>Albert</i> , barque, of Bremen..... 21                                             | <i>Idun</i> , barque, of Bergen..... 16                                      | <i>Samuel and Ann</i> , schr., Yarmouth . . 4                                          |
| <i>Albion</i> , barque, of Rostock..... 10                                            | <i>India</i> , barque, of Shields..... 16                                    | <i>Sarah</i> , brig, of Sunderland..... 6                                              |
| <i>Albion</i> , schooner, of Beaumaris—saved vessel and crew..... 3                   | <i>Intrepid</i> , schooner, of Liverpool—rendered assistance.                | Scarborough fishing cobles—assisted four boats.                                        |
| <i>Alexandra</i> , screw steamer, of London                                           | <i>Isabella Heron</i> , brigantine, of Blyth—Saved vessel and crew..... 6    | <i>Sea</i> , barque, of Montrose—assisted to save vessel.                              |
| <i>Angora</i> , schooner, of Bangor—assisted to save vessel and..... 7                | <i>Jane</i> , brigantine, of Barmouth..... 5                                 | <i>Sori</i> , Austrian brig—assisted to save vessel.                                   |
| <i>Ann</i> , schooner, of Inverness..... 6                                            | <i>Jane Kilgour</i> , barque, of London... 13                                | <i>St. Fergus</i> , schooner, of Aberystwith—remained by vessel.                       |
| <i>Ann Mitchell</i> , schooner, of Newquay                                            | <i>Jeune Colombe</i> , brig, of St. Malo... 7                                | <i>St. Thomas's Packet</i> , of Blyth—assisted to save vessel and crew.... 6           |
| <i>Arctic Hero</i> , barque, of Goole..... 1                                          | <i>Jubilee</i> , schooner, of Preston..... 4                                 | <i>Storm</i> , barque, of Cardiff—remained by vessel.                                  |
| <i>Azula</i> , brig, of Blyth—assisted to save vessel and crew..... 8                 | <i>Kingsbridge Packet</i> , steamer—rendered assistance.                     | <i>Stranger</i> , schr., of Newfoundland.. 3                                           |
| <i>Benjamin Whitworth</i> , s.s., of Middlesborough—remained by vessel.               | <i>Lady Handley</i> , brigantine, of Maryport 4                              | <i>Temperance Star</i> , <i>Margaret</i> , and 6 <i>H's</i> , cobles—assisted vessels. |
| <i>British Queen</i> , brig, of London..... 7                                         | <i>Lark</i> , smack, of Wexford..... 2                                       | <i>Tevoddale</i> , barque, of North Shields—remained by vessel.                        |
| <i>Calamidas</i> , Greek brig..... 11                                                 | <i>Launceston</i> , barque, of Shields..... 14                               | <i>Thessalia</i> , brig, of Whitby..... 9                                              |
| <i>Carnsen</i> , schooner, of Hayle..... 5                                            | <i>Lucie Antoinette</i> , schooner, of Nantes 5                              | <i>Three Sisters</i> , barque, of Genoa..... 6                                         |
| <i>Cassandra</i> , barque, of Liverpool... 21                                         | <i>Lynmouth Packet</i> -boat..... 4                                          | <i>Times</i> , barque, of Liverpool..... 17                                            |
| <i>Champion</i> , brig, of Shoreham—saved vessel and crew..... 8                      | <i>Margaret</i> , brigantine, of Lancaster . 25                              | <i>Trafalgar</i> , sloop, of Clew—saved vessel and crew..... 2                         |
| <i>Charles Philip</i> , smack—assisted to save vessel and crew..... 3                 | <i>Major</i> , schooner, of Lynn..... 4                                      | <i>Trioner</i> , brig, of Arendal, Norway . 9                                          |
| <i>Confidence</i> , schooner, of Aberystwith                                          | <i>Maria</i> , ship, of Dunedin..... 19                                      | <i>Typhon</i> , brig, of Tvedestrand, Norway—saved vessel and crew..... 8              |
| <i>Cornhill</i> , brigantine, of Dungarvan.                                           | <i>Martha</i> , barque, of Arendal..... 15                                   | <i>Vale of Conway</i> , smack, of Beaumaris..... 3                                     |
| <i>Courier</i> , schooner, of Lerwick—rendered assistance.                            | <i>Mary</i> , schooner, of Shields..... 4                                    | <i>Valiant</i> , brig, of Jersey..... 7                                                |
| <i>Cynthia</i> , schooner, of Montrose..... 2                                         | <i>Mersey</i> , schooner, of Liverpool..... 4                                | <i>Venus</i> , schooner, of Preston—remained alongside.                                |
| <i>Cyrus</i> , brigantine, of Rye..... 9                                              | <i>Mexican</i> , barque, of St. John's, N.B.—Rendered assistance.            | <i>Wanderer</i> , brig, of Maryport..... 10                                            |
| <i>Dania</i> , Danish Schooner..... 5                                                 | <i>Morning Star</i> , brig, of Dublin..... 6                                 | <i>Whitby</i> fishing-cobles..... 13                                                   |
| <i>Demitian Lass</i> , smack, of Skye..... 4                                          | <i>Musselburgh</i> , dandy, of Lowestoft... 11                               | <i>William</i> , brigantine, of Londonderry 5                                          |
| <i>Dispatch</i> , schooner, of Whitby..... 3                                          | <i>Newbiggin</i> fishing cobles—assisted to save seven boats.                | <i>William</i> , schooner, of Liverpool—saved vessel and crew..... 3                   |
| <i>Echo</i> , brigantine, of Maldon..... 6                                            | <i>Nigretta</i> , brigantine, of New York . 7                                | <i>Windsor</i> , brig, of Lynn..... 6                                                  |
| <i>Echo</i> , of Lowestoft—saved lugger.                                              | <i>Norval</i> , brigantine, of Seaham—assisted to save vessel and..... 7     | <i>Zoe</i> , brigantine, of Dundalk—remained by vessel.                                |
| <i>Eleanor</i> , schooner, of Newquay—assisted to save vessel and..... 4              | <i>Orb</i> , of Whitby—saved brig..... 7                                     |                                                                                        |
| <i>Eliza</i> , schooner of Pwllheli—rendered assistance.                              | <i>Osborne</i> , brig, of Hartlepool..... 8                                  |                                                                                        |
| <i>Elizabeth &amp; Cicely</i> , brig, of Guernsey                                     | <i>Ozalis</i> , schooner, of Macduff..... 4                                  |                                                                                        |
| <i>Equestrian</i> , ketch, of Port Gordon—Saved vessel and crew..... 4                | <i>Paqueta</i> , barque, of Santander—Assisted to save vessel and crew... 16 |                                                                                        |
| <i>Fleetwood</i> , man overtaken by tide... 1                                         | <i>Paustippo</i> , schooner, of Ramsey... 16                                 |                                                                                        |
| <i>Flora</i> , brig, of Poole..... 6                                                  | <i>Pierre Desirée</i> , schooner, of St. Valerie—saved vessel and crew... 4  |                                                                                        |
| <i>Francis</i> , schooner, of Cardigan—Saved vessel and crew..... 4                   | <i>Pomona</i> , brigantine, of Dundalk—saved vessel and crew..... 5          |                                                                                        |
| <i>Friend's Increase</i> , barge, of London                                           | <i>Queen</i> , brigantine, of Youghal..... 6                                 |                                                                                        |
| <i>Friendship</i> , galliot, of Goole..... 3                                          | <i>R. B.</i> , schooner, of Bayonne..... 7                                   |                                                                                        |
| <i>Halswell</i> , of Bridgewater, and <i>J. W. A.</i> , of Newquay, schooners..... 10 | <i>Rapid</i> , schooner, of Preston—saved vessel and crew..... 2             |                                                                                        |
| <i>Handy</i> , schooner, of Wexford..... 3                                            | <i>Regina</i> , brig, of London..... 7                                       |                                                                                        |
| <i>Hattie</i> , yacht, of Cromer..... 5                                               | <i>Richard and Harriet</i> , barque..... 7                                   |                                                                                        |
| <i>Pope</i> , brig, of Portsmouth—remained by selves.                                 | <i>River Nith</i> , ship, of Liverpool—Rendered assistance.                  |                                                                                        |
| <i>Hopeman</i> and <i>Skye</i> fishing-boats... 11                                    | <i>Robina</i> , barque, of North Shields... 17                               |                                                                                        |
|                                                                                       | <i>Robius</i> , brigantine, of Belfast—saved vessel.                         |                                                                                        |

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 20,752; for which services 90 Gold Medals, 828 Silver Medals, and £36,673 in cash have been paid as rewards.

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; by all the other Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Institution, 14, JOHN STREET, ADELPHI, LONDON, W.C.—February, 1872.

Total Lives saved by Life-boats, in 1871, in addition to 31 vessels... 658

During the same period the Institution granted rewards for saving Lives by fishing and other boats. 230

**Total of Lives saved in Twelve Months... 888**