

THE LIFE-BOAT,

OR

JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

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SWIMMING.

It is now some seventeen years since we felt it our duty to call the attention of the public to the lamentable disuse into which the Art of Swimming had fallen. Since that period great advances have been made in teaching this important accomplishment, which belongs alike to all classes of the community.

There is hardly a county throughout the British isles which has not either rivers or brooks large enough to enable the Art of Swimming to be efficiently and rapidly taught. During the summer months, most distressing accidents are of constant occurrence, and particularly so on large rivers, like the Thames and the Mersey, which on warm days are often crowded with amateur boatmen. Swimming, which is by no means difficult of acquisition, when once mastered, is never afterwards forgotten. Every one must have observed that a large number of animals transmit themselves from place to place by swimming; and when taking a view of the variety of forms presented by the locomotive organs of these animals, we perceive that they perform their movements in various ways.

All those animals which constantly breathe the air—especially man and the higher orders, must float on the surface while swimming. They die of suffocation when water chokes up the air-tubes of the lungs. This is called drowning; and when persons are found in that condition,

the rules of the NATIONAL LIFE-BOAT INSTITUTION for the Restoration of the Apparently Drowned are found invaluable.

Accordingly, when persons who cannot swim find themselves in deep water, they are usually drowned; and this lamentable result naturally follows the improper use they make of their limbs.

The cause of this misapplication of the limbs by man, when immersed in deep water, is owing to the totally different mode in which the limbs are made use of in walking and running on land, to that in which they should be exercised in water.

Again, sea-water being heavier than that of rivers, is best calculated to support man in swimming; and those persons who are specifically heavier than river-water, may be sustained in a floating position in sea-water.

It may be observed that man, being so nearly of the same specific gravity as water, and air being 1,000 times lighter, a few cubic inches of air in a bag are sufficient to keep up one who cannot swim permanently on its surface. As air retained in a bag cannot in all cases be permanently depended on, the NATIONAL LIFE-BOAT INSTITUTION sanctions only cork-jackets—which each man of the crews of its Life-boats is required to wear before he goes afloat in the boat. These cork-jackets have an average buoyant or sustaining power of 25 lbs.; in other words they possess sufficient buoyancy to support

a man, with his clothes on, under the most perilous circumstances.

It is somewhat astonishing, notwithstanding the large number of persons who are annually drowned in our rivers arising from inability to swim, that measures are not enforced by the local authorities to compel watermen and others who let out boats, to keep constantly in them some such simple method as cork floats for sustaining the body in the water if only for a few minutes.

Swimming should form part of the physical education of our youth of both sexes; not only with a view to cleanliness, but also to the increase of health and strength, as well as to provide a sufficient guard against subsequent accidents.

It is, therefore, with considerable satisfaction that the NATIONAL LIFE-BOAT INSTITUTION observes that, at some places in connection with our large rivers, Public Meetings have recently been held to consider the project of placing thereat large Public Floating Baths for Swimmers.

We are far behind many other countries, as has been well observed by *The Daily News*, in the matter of public baths; partly, we are inclined to hope, from the fact that the English people use a good deal of cold water at home. But there are millions amongst us who are unacquainted with the morning 'tub' or the shower-bath; and on a summer's day the numbers of men and boys who manage to obtain surreptitious baths by diving into half-hidden pools and creeks in our rivers offer ample testimony to the use that these streams might be turned to, if only the proper facilities were placed on their banks. Then there are thousands amongst us who find in the splashing of a house-bath no tolerable equivalent for the brisk exercise of a good swim, and who look at a river, particularly on a warm July day, with a longing which sometimes is developed into a hatred of those innocent parties of loungers whose presence along the banks renders a plunge impossible. It is really an odd thing that the opportunities for bathing offered by our large streams have never been turned to their

proper use. The smaller of our rivers are used in a happy-go-lucky fashion by swimmers who fancy they have found out a corner where they can exercise their art unperceived, or by crowds of boys whose manifold voices, heard at a long distance, give warning to all wayfarers. But our larger rivers are frequently guarded by a series of boards announcing that the direst penalties of the law will visit the incautious lad who strips himself and dashes into the water; so that the English lover of swimming is driven to choose between the police-court and deep water. It is true that, in many quarters, the natural wish on the part of the bather to escape observation has been considered sufficient to keep our rivers secure.

Any one familiar with our larger rivers knows that out of their beds are formed a series of islets, on which tall sedges, willows, and wild flowers grow abundantly. The small channels between these islets and the mainland are for the most part sheltered by this vegetation; and accordingly, on fine summer days, the swimmers pull up to these creeks, anchor their boats, throw their clothes on to the bank, and jump into the water. This would be all very well but for the fact that a swimmer is sometimes a creature of impulse, and when he is going through some favourite performance—say that of lying on his back, with one leg in the air and one arm round his head, while he propels himself with the other arm and leg—he may suddenly find himself shooting out from the entrance of the creek into the main stream. There are generally boats on the stream. The boats sometimes contain young ladies; and then the alarmed swimmer, discovering his whereabouts, wishes that he had the dexterity of a dolphin, and could suddenly dive and hide his troubled visage in the abyss.

When the Swimming Baths come into use, many modifications will be needed in order to suit various requirements; but it will be found that, in the neighbourhood of great cities like London, anything that hits the popular fancy will certainly be remunerative. Besides the great water

enclosures, such as those on the Seine and the Moldau, which are exclusively devoted to the use of the confident swimmer, we ought to have a series of private baths, such as those familiar to the Rhine—wooden boxes, as it were, let down into the river, which rushes through them. A rope attached to the side gives the victim of a first plunge an ample sense of safety, while he enjoys, at the same time that he knows he is in the river, the privacy of a bath-room. It would also be a great boon to timid swimmers, or persons learning to swim, if one of the swimming-baths were constructed with a board some five feet below the surface of the river, an arrangement which has been found serviceable in the excellently-appointed public baths of Prague. When we come down the Thames from Richmond, however, and get to the neighbourhood of London, the condition of the water itself becomes an important matter for consideration. The proposal to filter the water of the swimming-bath through sand can only be applied, of course, to an enclosed tank; but perhaps the joyous sense of abandonment experienced by the swimmer who plunges into the clear waters of the Seine just underneath the houses of Paris, may be judiciously bartered, when we come to London, for a half-assured conviction that the water is fairly clean. Fortunately the Thames is becoming purer every year; and when once our towns and villages have been finally coaxed or threatened into carrying their drainage elsewhere, the bathers may then not be much worse off than the swimmer who dips into the Seine under the bridges of Paris. With public baths placed along the banks of a stream, all the unpleasant circumstances connected with furtive and uncomfortable river-bathing disappear; and a series of such buildings would at once contribute to public decency, considerably affect the cleanliness and health of the population, and provide a pleasant and inexpensive means of recreation and amusement.

In each of these baths, too, we hope to find a teacher of swimming established, with a strong *clientèle* of pupils. It ought

to be a matter of personal pride with our youths and young men to be able to swim; and if the mere ability to keep afloat for five minutes, or to strike across twenty yards of stream, were more common, we should have far fewer of those fatal accidents which every year mark our boating annals. It is not necessary that a young man should be an expert swimmer; but the simple fact of supporting oneself in the water for a few minutes—an accomplishment which any person in ordinary health can learn by a few hours' practice—often means the rescue from a premature death. Feats of swimming seldom save lives. When a man is shipwrecked in mid-ocean, the ability to keep himself afloat for a considerable time certainly multiplies the chance of his being picked up, but the chance is small all through. On the other hand, the NATIONAL LIFE-BOAT INSTITUTION has every year to lament a number of deaths on our coasts which need never have occurred, if the victims of such catastrophes had been able to swim even a dozen or twenty yards.

HINTS TO BATHERS.—The Royal Humane Society has issued the following notice:—Avoid bathing within two hours after a meal, or when exhausted by fatigue or from any other cause; or when the body is cooling after perspiration; or altogether in the open air if, after having been a short time in the water, there is a sense of chilliness with numbness of the hands and feet; but bathe when the body is warm, provided no time is lost in getting into the water. Avoid chilling the body by sitting or standing undressed on the banks or in boats after having been in the water. Avoid remaining too long in the water; leave the water immediately there is the slightest feeling of chilliness. The vigorous and strong may bathe early in the morning on an empty stomach. The young, and those who are weak, had better bathe two or three hours after a meal; the best time for such is from two to three hours after breakfast. Those who are subject to attacks of giddiness or faintness, and those who suffer from palpitation and other sense of discomfort at the heart, should not bathe without first consulting their medical adviser.

THE
DEUTSCHE GESELLSCHAFT ZUR RETTUNG SCHIFFBRÜCHIGER.

OR, GERMAN SOCIETY FOR SAVING LIVES FROM SHIPWRECK.

As the means provided in other countries for saving lives from shipwreck cannot fail to be interesting to a large number of our readers, we have much satisfaction in placing before them the following account of the Society which has undertaken that important duty on the coast of Germany. We have been kindly furnished with the necessary information by Captain H. STEENGRAFÉ, its able and active Inspector of Life-boats, who has recently been on a visit to this country, on behalf of his Society, to make himself acquainted with all the means provided on our own coasts for the rescue of shipwrecked persons, and with the system of management and machinery of the NATIONAL LIFE-BOAT INSTITUTION.

Although the constitution of the German Society is somewhat different from that of the NATIONAL LIFE-BOAT INSTITUTION, yet, like the latter, it is maintained solely by voluntary contributions, which makes it still further an object of interest to us.

Up to the year 1861, there were on the German coast no other arrangements for saving lives from shipwreck than a few Life-boat and Mortar Stations, established and maintained by the Government at the entrance of the most frequented ports.

Subsequently several private societies were formed in the principal sea-ports of the North Sea and Baltic, for the purpose of providing other dangerous parts of the coast with means to enable the popula-

tion to render assistance to shipwrecked seamen. These associations extended their operations, independently, to the districts in their own immediate neighbourhoods until the 29th May, 1865, when, at a meeting held at Kiel, most of them united themselves in one corporation, adopted statutes, and elected as their President, for three years, H. H. MEIER, Esq., a distinguished merchant and ship-owner of Bremen, well known as the founder and Chairman of the North German Lloyd Steam Ship Company.

It was then enacted as a statute that the residence of the President should be the seat, or "head-quarters," of the Society; and the choice therefore fell on Bremen, where it still continues, through the re-election of Mr. MEIER.

All the German private societies have now united, and form the *Deutsche Gesellschaft zur Rettung Schiffbrüchiger*—the "German Society for Saving Lives from Shipwreck"—providing the whole extent of the German coast with both Life-boat and Rocket Stations.

The Society at present possesses 44 Life-boats and 32 Rocket Stations on the shores of the North Sea and Baltic. There are also 15 Life-boats on the coast of Germany belonging to the Government.

The total number of life-saving stations on the German coast is 76, at some of which there are both rockets and a mortar, besides one or more Life-boats. We append a list of those stations:—

LIFE-BOAT, ROCKET, AND MORTAR STATIONS ON THE GERMAN COASTS.

No.	STATION.	LIFE-SAVING APPARATUS.
NORTH SEA.		
1	Island of Borkum, West side	Life-boat.
2	" " East side	"
3	" Juist, West side	"
4	" " East side	Life-boat and Rocket Apparatus.
5	" Norderney, West side	"
6	" " East side	Life-boat.
7	" Baltrum	"
8	" Langeoge	"
9	" Spiekeroge	"
10	" Wangeroge	"
11	Norddeich	"
12	Neuharrlingersiel	"
13	Carolinensiel	"

LIFE-BOAT, ROCKET, AND MORTAR STATIONS ON THE GERMAN COASTS—*cont.*

No.	STATION.	LIFE SAVING APPARATUS.
<i>NORTH SEA—continued.</i>		
14	Horumersiel	Life-boat.
15	Wilhelmshaven	"
16	Bremerhaven	"
17	Wremertief	"
18	Dorumertief	"
19	Duhnen	"
20	Island of Neuwerk	"
21	Light Vessel No. 2, Mouth of the Elbe	"
22	Cuxhaven	2 Life-boats.
23	Neufeld	Life-boat.
24	Büsum	"
25	Light Vessel, Mouth of the Eider	"
26	Süderhöft	"
27	Westerhever	"
28	Island of Amrum, Stenodde	"
29	" " Kniephaven	"
30	" " Sylt, Rantum	Rocket Apparatus.
31	" " Westerland	" "
32	" " Kampen	" "
<i>BALTIC.</i>		
33	Travemünde	Life-boat and Rockets.
34	Island of Poel	Life-boat.
35	Warnemünde	2 Life-boats and Rockets.
36	Wustrow	" " Rockets and Mortar.
37	Darserort	Rockets.
38	Prerow	Life-boat and Rockets.
39	Zingst	Life-boat.
40	Island of Hiddens-Oe, Kloster	Life-boat and Rockets.
41	" " Rugen, Putgarden	" "
42	" " " Glowe	Rockets.
43	" " " Neu-Mukran	"
44	" " " Göhren	"
45	Swinemünde	3 Life-boats, 2 Rocket and 2 Mortar Apparatus.
46	Ziegenort	Life-boat.
47	Neuendorf	Mortar.
48	Dievenow	"
49	Hoff	Rockets.
50	Treptowerdeep	Life-boat and Rockets.
51	Colbergermünde	Life-boat, Rockets, and Mortar.
52	Rügenwaldermünde	Rockets.
53	Jershöft	"
54	Stolpmünde	2 Life-boats, Rockets, and Mortar.
55	Scholpin	Life-boat.
56	Leba	Life-boat, Rockets, and Mortar.
57	Koppalin	Life-boat and Rockets.
58	Grossendorf	Rockets.
59	Heisternest	"
60	Hela	"
61	Neufahrwasser	3 Life-boats, Rockets, and Mortar.
62	Neufähr	Life-boat.
63	Steegen	Rockets.
64	Bodenwinkel	Mortar.
65	Pröbbernau	Rockets.
66	Neukrug	"
67	Balgaertief	Life-boat and Rockets.
68	Pillau	4 Life-boats, Rockets, and 2 Mortars.
69	Kraxtepellen	Life-boat and Rockets.
70	Lappöhnen	" "
71	Rossitten	Rockets.
72	Nidden	"
73	Schwarzort	Life-boat and Rockets.
74	Memel	2 Life-boats, Rockets, and 2 Mortars.
75	Mellneraggen	Life-boat and Mortar.
76	Nimmersatt	Rockets.

The following Table shows the number of lives saved from English vessels between the years 1866 and 1871 by the Life-boats and life-saving apparatus on the coast of Germany, by which it will be seen that no year has passed without saving the crews of at least two English vessels, giving a total of 164 lives saved from 16 vessels in those six years:—

SERVICES RENDERED AT THE GERMAN LIFE-BOAT STATIONS TO ENGLISH SHIPWRECKED CREWS FROM 1866 TO 1871.

DATE.	DISTRICT.	STATION.	VESSEL.	BY WHAT MEANS RESCUED.	NO. OF LIVES SAVED.
1866 Feb. 10	Coast of Ostfriesland	Juist	Steamer <i>Excelsior</i>	Life-boat	15
" Aug. 7	Mouth of the Weser	Bremerhaven.	Brig <i>Clyde</i>	" "	7
" Oct. 16	Mouth of the Elbe	Cuxhaven . .	Brig <i>Adelphi</i> . . .	" "	9
" Nov. 9	Coast of Königsberg	Pillau	Steamer <i>Ajar</i> . . .	" "	23
" Nov. 10	Mouth of the Elbe	Cuxhaven . .	Stmr. <i>Earl de Grey</i>	" "	19
" Dec. 12	Coast of Dantzig	Stutthof . . .	Brig <i>Italia</i>	Mortar Apparatus	9
1867 April 5	Coast of Königsberg	Pillau	Schooner <i>Rankeiler</i>	" "	6
" Nov. 20	Coast of Dantzig	Neufahrwasser	Brig <i>Greta</i>	Life-boat	8
1868 Oct. 25	Mouth of the Elbe	Cuxhaven . .	Brig <i>Warwick</i> . . .	" "	5
" Nov. 3	Coast of Ostfriesland	Norderney . .	Brig <i>Elizabeth</i> . . .	" "	7
1869 Feb. 27	Mouth of the Elbe	Cuxhaven . .	Brig <i>Dantzig</i> . . .	" "	10
" Sept. 3	Coast of Dantzig	Neufahrwasser	Schooner <i>Standard</i>	" "	5
1870 Nov. 1	Mouth of the Elbe	Duhnen . . .	Steamer <i>Lanoma</i> . .	" "	7
" Nov. 1	" "	Cuxhaven . .	" "	" "	7
" Nov. 7	Coast of Königsberg	Pillau	Schooner <i>Maori</i> . . .	" "	6
1871 March 2	Coast of Ostfriesland	Borkum	Stmr. <i>John Vaughan</i>	" "	16
" Sept. 25	" " "	" "	Brig <i>Asia</i>	" "	5
Total lives saved .					164

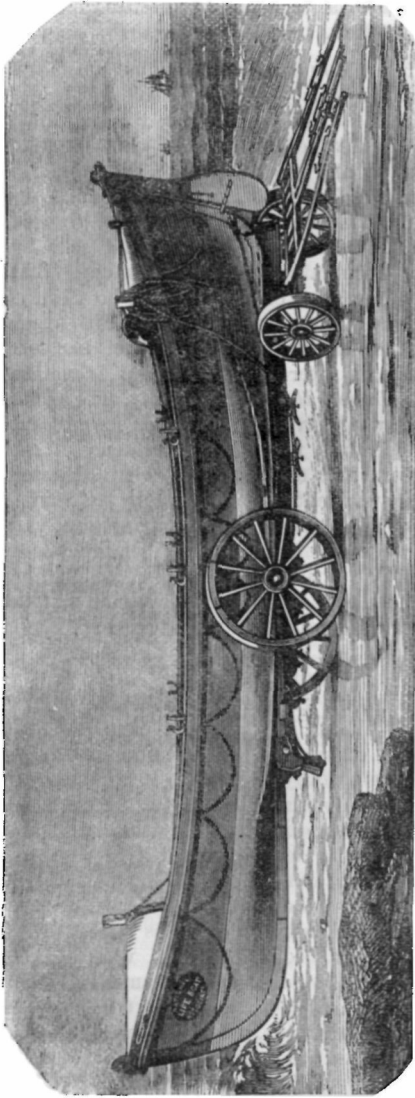
The Annual Meeting of the Institution is held in one of the seaports, always on the 29th of May, the day of its foundation. This assembly decides on all matters of importance, both pecuniary and practical. His Majesty the EMPEROR OF GERMANY is the protector or patron of the Society. Its stations are all visited at least once in each year by the Inspector, who informs us that they have great difficulties to encounter on many parts of their coasts where wrecks frequently occur, on account of the country being thinly populated, whilst long sands often stretch for miles into the sea, and the beaches and shore are frequently so soft and bad, and horse-power so difficult to be obtained, that it is indispensable to have the Life-boats and their transporting-carriages of the lightest possible construction, and therefore smaller than they would otherwise wish them to be. The boatmen, however, are hardy, and even women have sometimes helped to make up the crew of a Life-boat when a sufficient number of men could not be obtained.

We have hitherto in this Journal more frequently and especially referred to the Life-boat Society of France than to those of other foreign countries, that Society

having been in more frequent communication with this Institution, and having been guided to a great extent by its experience in deciding on the character of its own Life-boats and its system of management, &c. In now giving an account of the life-saving society of its great rival, Germany, we venture to express a hope that their rivalry in future shall be in such works as these, and in the desire to excel in the arts and sciences, in the refinements and embellishments of life, and in the moral virtues, which ennoble, exalt, and benefit mankind, rather than in the rivalry of the sword.

We hope, in future numbers of this Journal, to give accounts of others of the principal foreign life-saving associations. In the meantime we hold out the right hand of fellowship to the "German Society for Saving Lives from Shipwreck," and thanking it for the good services of its Life-boats and apparatus, and of the hardy boatmen who work them, to the crews of English vessels in their distress: we can assure them that their establishments and their good work will always be looked on with interest by the NATIONAL LIFE-BOAT INSTITUTION of Great Britain.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



BALLANTRAE, N.B.—On the application of the local residents, a Life-boat station has been established at Ballantrae, a small village on the coast of Ayrshire, where Shipwrecks occasionally take place—three having occurred there, with loss of life, during the latter part of 1869. Sufficient fishermen being resident in the neighbourhood, a 33 feet 10-oared Life-boat has

been provided from the legacy received by the Institution from the late Mrs. HARRIOT RICHARDSON, of Greenwich, and the testatrix having requested that a Life-boat might be named the *William and Harriot*, this boat bears accordingly that designation. A new and commodious house was built for the reception of the Life-boat, which was sent to its station in January, 1871. It was taken by the London and North-Western and Glasgow and South-Western Railways to Girvan—the latter Company kindly giving it a free conveyance. On reaching Girvan, it was met by its crew, who had come over to fetch the boat, which was then sailed by them to its station, the carriage being sent by land. The crew were pleased with the way in which the boat behaved. On the 1st February the Life-boat was drawn in procession through the village, prior to being launched with the usual ceremonies, in the presence of a considerable number of persons, every one appearing anxious to show how much the gift of the boat was appreciated.

KINGSDOWNE, KENT.—The crew of the Life-boat, stationed at this place a few years since, represented to the Institution, that, while they had every confidence in their boat for all in-shore work, and, under many circumstances, would not hesitate to go off in it to wrecks on the Goodwin Sands, they nevertheless considered it was not large enough for service on those Sands in certain winds, and they therefore declined to work it on such occasions. To meet their wishes, and it being highly important that these dangerous sandbanks should be adequately guarded by efficient Life-boats, the Institution has accordingly provided for the station, in lieu of the previous boat, a very fine Life-boat, 36 feet long by 9 feet wide, and pulling 12 oars. This boat was towed to its station free by one of the vessels of the General Steam Navigation Company, the

old boat being granted a free conveyance back to London over the line of the South-Eastern Railway Company. It had only been a few days on its station when it was called out on service, and did good work by saving 7 men from the wrecked barque *Richard and Harriet*, of Hull.

GREENCASTLE, NEAR LONDONDERRY.—On the recommendation of the Local Committee, a larger Life-boat has been provided for Greencastle than the one previously stationed there, as so many large emigrant ships are constantly leaving the Port of Londonderry, and should accidents happen to them at the entrance of Lough Foyle, where the boat is placed, a larger boat was considered necessary. The new boat, which is 33 feet long and rows 10 oars, was taken to Liverpool by railway, and then conveyed free to its station on board one of the steamers of Messrs. JOHNSON, GRAINGER, and Co., of Liverpool, who also brought back the old boat to the Mersey on similar liberal terms.

DUNGARVAN, Co. WATERFORD. — The Life-boat stationed at Dungarvan some years since had performed several good services, but on the occasion of a vessel being stranded in the neighbourhood of the Life-boat station in January, 1871, the boat, notwithstanding three gallant attempts on the part of the crew, failed to reach the wreck until the weather had somewhat moderated. The Local Committee, and the master and owner of the ship, considered that the failure was not attributable to any fault on the part of the crew—who did their utmost on the occasion—but that it was caused by want of power in the boat, which only pulled 6 oars single banked. When the station was formed it was not practicable to place there a larger boat, but now sufficient men to work one being obtainable, a 32-foot boat, rowing 10 oars, double banked, and furnished with a transporting-carriage, has been provided, and has given much satisfaction to the crew. It was taken free to Cork by the Cork

Steam Ship Company. It is named the *Christopher Ludlow*, in memory of a deceased gentleman, whose executors had paid over a large sum to the funds of the Institution.

NEW ROMNEY, KENT.—The old Life-boat on this station has been replaced by a new and larger one, 32 feet long, 7½ feet wide, rowing 10 oars double-banked, and provided with a transporting-carriage, for which a new and commodious house has been erected, on ground granted to the Institution, at a nominal rent, by the Corporation of New Romney. The whole expense of the new Life-boat establishment was presented to the Institution by Mrs. HATTON, in memory of her late husband, after whom the boat is named the *Doctor Hatton*. In July, 1871, the boat was conveyed by road on its carriage to Belvedere in Kent, the residence of the donor; and after having been exhibited there was sent on to Ashford, by the South-Eastern Railway, the Company granting it a free conveyance, and bringing back the old boat and carriage on similar liberal terms. The first launch of the new Life-boat at its station took place on the 4th August, on the occasion of the local Annual Regatta. Prior to the launch, the Inspector of Life-boats, Capt. J. R. WARD, R.N., handed over the boat to the charge of the Local Committee, the gift being duly acknowledged by the Vicar of New Romney, the Rev. R. SMITH, B.D., who expressed the hearty thanks of the inhabitants to the Institution and the benevolent donor for the fine boat committed to their charge. The Life-boat was then named by Miss COBB, who, having dashed a bottle of wine against the boat's side, said, "I name this boat the *Doctor Hatton*, and may God prosper it." Afterwards, the boat was successfully launched and put through various evolutions. Mr. A. ANDERSEN, the Government Superintendent of Life-boats on the Coasts of Denmark, who had come to England to obtain from the Institution and the Board of Trade information on the Life-boat work and the Rocket and Mortar Life-saving Apparatus, attended to see the launch of the Life-boat, and the Rocket Apparatus worked by the Coast Guard, with all of which he was much gratified.

A SHIPWRECK.

THE LIFE-BOAT SERVICE.

[We have extracted the following account of a Shipwreck and Life-boat service from an entertaining work, *A Marine Residence*, by the Author of *Lost Sir Massingbred*, published by Messrs. CHAPMAN and HALL. The incidents detailed in it have been accurately drawn; and we might name almost with certainty where they occurred on the West Coast of England a winter or two ago. We are often satisfied with giving the bare facts of a noble life-boat service, and leave others, as in the present instance, to elaborate on them faithfully.]

"The pilchards, as has been said, were safely housed; but had the shoal arrived but a few days later, not a fish would have been taken. The soft calm summer days came suddenly to an end, and winds arose, and the waves with them. I never heard such wind. The first night of it, I thought the "Look-out" must have been carried bodily away, and become an inland residence. It began by a few angry flourishes of trumpets—the summons to surrender; and then, when we didn't, the assault. The whole force of that north-wester was formed, as it were, into a storming-party, and threw itself *en masse*, not upon Boddlecombe, as it seemed, but upon our dwelling. Its onslaught was so terrific that one could not imagine it had any superfluous energy to bestow elsewhere. It did not ebb and flow, as the winds within our experience had been wont to do. It never paused to take breath, but having once fallen upon us, continued to heave and push till the house rocked to its foundations. Those lines of the poet occurred to me in which the seaman expresses his wonder how the landsman can endure the storms which bring falling chimneys and house-tops upon his head; yet even then I shuddered at what the raging ocean must be like, and how much more terrible it must be to be out yonder than in my rocking bed. Nothing could be seen of the sea, for both moon and stars were hidden; but the roar of it was beyond measure appalling, and the spray was poured upon our windows—high as we stood—in floods. You might have thought they were being cleaned by a garden-engine. Notwithstanding the frequent thought, 'Come, this must be the worst of it,' the storm yet increased in strength, and also in literal violence. Besides the broadside rush of it, its sharpshooters rattled and volleyed through every creek and cranny, and swore in the most horrible manner through the closed doors.

"The Boddlecombe life-boat lived in an edifice expressly built for her accommodation; and when she took the air, was drawn on wheels by four horses, so that she could be launched from any part of the coast as wind permitted. She was a gaily-painted affair; but she had done excellent work, and all Boddlecombe—nay, all England—was justly proud of her. Of no war-ship could more noble annals have been written than those of the little *Saveall*; and she was manned by as brave a crew as ever put to sea from an English harbour. To see them in their uniforms of blue and white, or clothed in waterproof, with hats to match, cleaving the seas with that long even

stroke of theirs, was a pleasant sight to any eyes; but what must it have been to those in peril, clinging to rope and spar, and drenched with spray, who saw in them the helping-hand of Heaven! This had happened many times, and it was fated to happen again that very day. News came from the watch-towers, that far-out at sea—miles off—there was a large vessel scudding bare-poled before the wind, with signals of distress. We brought our telescope to bear; and through the flying foam, and, as it seemed, on the horizon's verge, we could just discern her. She looked like a huge log, and, though more experienced eyes had remarked her reversed ensign, we could see no flag at all. Without one speck of colour to relieve its wretched aspect, and almost without shape, this floating object floundered on apace, more and more out to sea; for the wind, though still blowing fiercely—and far too much for life-boat practice—had changed its course, till at last we could see her no longer. We were told she was then seven miles off the land. It was the great distance from the shore, and not the fury of the sea, which for a time deterred the crew of the *Saveall* from pulling out after her. She was scudding almost as fast as the life-boat itself could sail, and they might not come up with her—even if they did so at all—till she was a score of miles away. Then, how should they return in the teeth of such a wind as this? It was not to be expected, even of Cornish seamen, that they should run so desperate a hazard.

"But there was one in the place who had, on occasion, shown himself as brave a man as ever pulled an oar, though that was not his calling. This was the clergyman. In many a riskful rescue on that coast he had greatly distinguished himself; and his purse, though not a full one, was always open when the poor had need. A rich man, of generous but mistaken feeling, might have gone down to the pier-head—where the crew were standing with their sou'-westers and cork jackets on, but despairing of the ship on account of the great distance—and offered five pounds a man to whomsoever would venture. But life-boat men do not sell their lives in that fashion. It may be noticed that they will often not put out to sea after mere property—that is, when a ship is known to be deserted—though, in much stormier weather, they will do so to save human life. It is not gain which tempts them, though God forbid that they should lack such inadequate rewards as man can give them. Nor are they so blind to peril, but that the remembrance of wife and little ones, dependent on their toil for daily bread, will sometimes make them pause. The thought of those to-day, and of the weary miles of hostile wind and sea that must needs intervene between them and home, and would possibly cut them off from it for ever, compelled them to be prudent: they were not afraid-of the sea, not they; but they mistrusted their own powers of endurance, as well they might. Still, they felt for the poor souls out yonder driving to their doom, and passed their telescopes from hand to hand, and growled their discontent—divinest pity.

"I was on the pier myself, when down the parson came, with his grave resolute face, and asked the men to go. He made no speech—platform oratory is quite unknown at Boddlecombe—but addressed to each singly a few earnest words. There was no attempt to moderate the peril—far from that, but he all the more insisted on the duty. He asked it,

too, just as though it were a personal favour; and not a man denied him—no, not one. The nearest approach to a refusal was an irresolute scratching of the head, or an ‘I suppose I must.’ His hardest task was to persuade the women to let the men go; for you can’t pick out your single men, or those who have no ‘ties’—no old or young folks de-

pendent on them for such a service; the quickest eyes, the strongest arms, the coolest heads, must alone be chosen.

“‘What! would you take our WILLIE from us—our only bairn?’ cried one old woman.

“‘It is for God’s own work,’ said the parson, gravely, ‘and you will never repent his going.’



“But I could see that he spoke like a man under the sense of a great responsibility; one who felt that at his door, if WILLIE was drowned, she would lay the death of her son. The father, a weather-beaten old sailor, by name MICHAEL STURT, whose age incapacitated him from doing any work beyond pottering about the shore and picking

up drift wood, I had often spoken with, and he had told me that their WILLIE maintained both him and the ‘old woman;’ but now he said nothing, and only pressed his lips tight together when the brave young fellow, with his smiling handsome face, answered: ‘Well, Parson, I’ll go!’

"There were nine of them in all, stalwart and well-looking men, and with a certain stamp of nobility in their faces (but without pride), which the consciousness of a great enterprise had set there. There was a gripe of the hand for their male friends, and a kiss for their wives and mothers; but now that it was settled that the boat should go, the women forbore to hang about them, or melt those hearts which had such urgent need to be strong and unmelting. Scarcely a moment was now let slip. The life-boat was brought down to the harbour at the gallop, and the crew stepped in. High as the waves were, there was no difficulty in leaving port. With an upright oar for sail, they would have scudded fast before the wind; but speed was now their chief object, and with all the canvas set that the boat could bear, she flew out into the open amid three ringing cheers. They had not gone thirty yards before we lost sight of them. The little *Saveall* was quite hidden by the great green mountains of the sea.

"It was curious to mark what a change this absence and peril of its heroes—for they were such in truth—effected in Boddlecombe. All day long, notwithstanding the bitter wind, the women hung about the harbour or sought the cliff-top, with their babes at their breast, or bringing such work as they could into the open air. Even the field-labourers, so soon as they were free to do so, came down to watch for their absent brothers. Not a jest was anywhere heard. All the men's talk was about the admirable qualities of the little *Saveall*, and of the gallant deeds which Boddlecombe sailors had of old effected. I found old MICHAEL STURT sitting under the shelter of a rock on the north headland, disinclined for speech on any subject; while his wife, who sat by his side, spoke never a word. She had lifted up her voice against her WILLIE's departure, but she had not been heeded, and there was nothing more to be said—nothing remained but to watch and to pray.

"We have always had good parsons here," said MICHAEL, "though none better than this one; and the best oar as our life-boat ever had—though it was not the *Saveall* then—was a parson's son. RICHARD MEADE was the young feller's name; and as strong and fine-made a lad he was as our WILLIE. Nothing daunted him on sea or shore. His father was very poor, not much richer than some of ourselves, and he could not afford to send him to college and such-like. He lived here—the boy did—all his days, until he was a grown man, and not a soul in the place but liked Dare-devil Dick; and when he went away at eighteen on board of some Plymouth ship bound for the other side of the world, as second mate, we were all sorry to lose him."

"That morrow was one of the darkest days that Boddlecombe had ever known; the *Saveall* had not returned, and the wind, which had in no degree abated, still continued contrary. A few biscuits, two bottles of water, and one of brandy, were all the provisions the men had taken with them. It was not usual to put food on board of life-boats, but then it was not usual to go out so far. Suppose they had missed the ship, and could not make head against the gale on their return, what would they do for food? We seemed to see them toiling at their oars in vain, and growing weaker at every stroke; their sails, we knew, would have been worse than useless. There was never much work going on in the little town, but on this day there seemed to be none. I found MICHAEL and his wife sitting in the same spot they had occupied on the preceding evening; to look at them you would have thought they had

been there all night. There was not a sail in sight—not one: all ships near shore had put to sea, or sought the nearest haven, when the first landward gale had set in, and they did not now care to venture out in such a sea as was still running. 'Still it was not such very dirty weather,' said MICHAEL; but his old wife shook her head. She knew that no boat could return to Boddlecombe in the teeth of such a wind, and she knew that he knew it. The men were very silent, sweeping the horizon with their glasses. One of them offered his telescope to MICHAEL, but the old fellow declined to take it. 'Man, I couldna hold it,' said he. His poor limbs were all of a tremble. The gallant crew of the *Saveall* had never been so long away from home.

"But sad as it was to watch the anxiety of those who had fathers, husbands, sons, on board the life-boat, the clergyman was the man we pitied most. It was true his flesh-and-blood were not in peril, though the men who were so were almost as dear to him, for he loved his people; but it was under his advice, nay, at his earnest entreaty, that they had started on that dangerous errand, and it was plain he felt it bitterly. All day long he remained upon the cliff-top among his flock. He did not spare himself the sight of their distress, though it wounded him so keenly. And they on their part—even the women, who sat with their little ones under the lee of the watch-tower, and every now and then burst into uncontrollable grief—forbore to reproach him. They felt his heart was bleeding for them—at the worst he had but made a mistake, yet one which all his life, they knew right well, he would bitterly rue.

"Even WILLIE's mother, perceiving him afar off among the crowd, only murmured: 'Ah, but he should ha' let me keep my WILLIE!' And MICHAEL, who was a just man, replied: 'And yet parson would ha' taken his place himself; yes, and would do it now for any one of them, no matter in what risk they stood.'

"Yes," said his wife; "but parson's sure of heaven, and some of them—though not our WILLIE, God bless him, for he's an angel whether he's dead or alive—is not so fit to die."

"She was thinking, I suppose, of some social misdeeds which some of the crew might have committed—with which public scandal had been at one time busy—though it would never surely be whispered of again.

"I should think this must pay for all," said I, involuntarily. "To lose one's life in such a cause as this should take a man straight to heaven." I spoke my honest thought, and not only to comfort her. But the old woman gave a reproving glance; it was evident the impulsive heterodoxy of Pall Mall was not acceptable to her. She was a genuine good and humble-hearted creature, and there were many like her at Boddlecombe. It was made plain that day that the minister who had 'a hundred a year and his meat' was no idler, any more than the clergyman, and that neither had worked in vain.

"Night fell and morning dawned upon a sorrowful and almost despairing people. Nine men, and those of their best and bravest, were a great loss in such a town: they were connected by ties of blood and marriage with no small portion of the population, and they were known personally to every one in the place—even to ourselves. We were scheming, as everybody else who had anything to bestow was doing, as to what best could be done for those whom this calamity had rendered widows and orphans, before we went out on the cliff-top as usual that morning, we felt so certain that all was over with the gallant *Saveall*.

And so felt everybody that we found there. The wind had not changed a point, though perhaps the sea was a trifle less violent. It was just forty-eight hours from the time that the life-boat had left the harbour, when a sudden shout was heard from the town.

"By Heaven, they've come!" cried the coast-guard lieutenant, a very excellent fellow, whom severe illness had alone incapacitated from being amongst them; he had always been hopeful about their 'making some other port,' and had done his best to keep up our spirits. But this was too sanguine a view to be taken. The shout was not repeated, and, indeed, how the few people left in the town could have made themselves heard so far at first, is still a marvel to me. But presently we saw a man upon a pony galloping out towards us, followed by a crowd of boys, and having in his hand a piece of white paper.

"They're come!" reiterated the lieutenant joyfully. 'I knew they'd come—never say die, men. It's a messenger to say they've come to port.'

"And so it proved. That blessed Boddlecombe telegraph had been of use at last, and brought us the glad tidings. Nor have I ever seen folks so happy—or half so grateful, though they had various ways of showing it. CLEMENTINA, and the girls, with FOLJAMBE, for instance, shed tears for twenty minutes; and I had the exquisite pleasure of running down to the rock where old Michael and his wife were, as usual, sitting withdrawn from the rest of the crowd, to tell them that their Willie had touched land.

"God be praised for all His mercies," cried the old man. But his wife covered her face with her hands, and thanked Him in silence.

"The *Saveall*, fast as she flew before the wind, had not come up with the distressed vessel until she was nearly twenty miles from land, and found her in the saddest plight. She was a large passenger

ship, bound for the far west. Three boats full of people had been launched in safety, but the fourth had been stove in alongside, and all that were in her had gone to the bottom before the eyes of the rest. This had so terrified the women, that they had refused to leave the ship; and, indeed, in such a sea it was most hazardous to get them and the children over the side. The captain was still on board. He had been urged to save himself with the others, but, while wishing them God-speed to land, and giving them his best advice at parting, he had announced his determination to stick to the ship. 'It shall never be said that I left women and children to go down,' he said; 'it is no use for you to stay, men, but I am the captain.'

"Some male passengers, husbands and fathers, also remained with their people, and when the life-boat came up with the vessel, these were seen on deck, sheltering the women and children as well as they could, and trying to comfort them. There are degrees of delight, so I suppose those poor creatures must have been even more pleased to see their preservers, than we were to welcome them home. They were all drenched to the skin, but, fortunately, thanks to the captain's care, had no lack of food, and had even some to spare; which was well indeed, for our men were in sore need of it, and, without it, could certainly never have reached land. So that the captain of the ship did save his passengers' lives by standing by them. They had scarcely got all on board the *Saveall*, which was a difficult and tedious matter to effect, when the wreck went down.

"Then all that night, and all next day, and far into the second night, they toiled against wind and sea, and at last made the land.

"The *Saveall* was sent round by steamer a day or two after, but the crew arrived at Boddlecome, by road, late that afternoon.

"You may imagine how we welcomed them!"

SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.



The Thirty-third Annual Meeting of this excellent Society was held at the Cannon Street Hotel, on the 15th May last. In the absence of the President, His Grace the DUKE OF MARLBOROUGH, the Chair was taken by Admiral the Hon. ARTHUR DUNCOMBE.

The CHAIRMAN, after having remarked upon the importance of the Society, and commended its objects to the public, called upon the Secretary, FRANCIS LEAN, Esq., R.N., to read the Report, which was of a very satisfactory tenor.

It stated that in the last twenty-seven years the

income of the Society had increased 500*l.* per cent., and that the relief afforded to the objects of the Charity—viz., shipwrecked persons and widows and orphans of our merchant seamen had increased 1,000*l.* per cent. During the past year the Society had relieved 5,004 shipwrecked persons, natives and foreigners of thirteen different nations, and 4,294 Widows and Orphans of Fishermen and Mariners, making a total since the formation of the Society, in 1839, of 213,085. 47,917 Mariners voluntarily subscribe 3*s.* each per annum to the Society, and its income last year had been 28,365*l.* in connection with which certain large donors were mentioned—viz., HER MOST GRACIOUS MAJESTY THE QUEEN, 25*l.* (annual); Mrs. CHOLMLEY, 100*l.*; THE DUKE OF DEVONSHIRE, 50*l.*; CHARLES BARING YOUNG, Esq., 100*l.*; DUKE OF CLEVELAND, K.G., 50*l.*; H.D.Y. (2nd donation), 1,000*l.*; WILLIAM STUART, Esq., *V.P.*, 5,000*l.*; "Lloyd's Register of British and Foreign Shipping Society," 105*l.*; JOHN CLARK, Esq. (Dundee), 50*l.*; Mrs. DANBY VERNON HARCOURT, 50*l.*; Worshipful Company of Goldsmiths, 50*l.*, and Trustees of WILLIAM THORN-

GATE, Esq., per HENRY COMPIGNÉ, Esq., 70*l.* (annual). Several Legacies had also been announced during the past year.

In the Report the Committee referred to the efforts of the Society in granting rewards for saving life on the high seas and on the coasts of the British Colonies, and drew attention to the Royal Alfred Aged Merchant Seamen's Institution, established through the medium of the Society at Belvedere-on-Thames, for the reception of destitute aged Merchant Seamen.

The Report also drew attention to the little quarterly periodical of the Society called *The Shipwrecked Mariner*, and concluded by stating that 9,298 persons suffering from the perils of the deep during the past year, through the blessing of God and the benevolence of the supporters of the Society, had their sufferings materially alleviated.

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

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



SEATON CAREW, DURHAM.—The schooner *Cynthia*, of Montrose, was being towed out of the Tees on the 5th April, 1871, when the tow-rope parting, she grounded on the North Gare Sandbank. A strong wind from the E.N.E. was blowing at the time. The Life-boat *Charlotte* proceeded to her, and 2 of the crew got into the boat, the rest refusing to leave the ship then. At low water 4 more walked on shore, leaving the master and mate on board. On the flood-tide making, she began to fill with water, when the 2 men left in their own boat at great risk of their lives, and got on board a steamer. Afterwards the vessel, which had neither cargo nor ballast on board, drifted into deep water,

and was taken to Middlesborough in tow of a steamer.

BANFF, N.B.—On the 20th April the brig *Trioner*, of Arendal, was seen with a signal of distress flying during a fresh gale from the E.N.E., accompanied by a heavy sea. She evidently was trying to make Macduff harbour, but was in great danger. Accordingly the Life-boat was launched, and proceeded to the vessel, which, being in a waterlogged state, failed to make the harbour, went on the rocks, and became a total wreck. Happily the Life-boat was enabled to save the vessel's crew of 9 men.

ISLE OF WHITHORN, N.B.—During a gale of wind on the 3rd May, the smack *Vale*

of *Conway*, of Port Dinorwic, was seen in a disabled state at some distance from the land, off the south end of the Isle of Whithorn, in Wigtonshire. The Life-boat *Charley Peck* was at once launched, and proceeded through a heavy sea to the rescue of the shipwrecked crew, this being her first service. The smack had been seriously damaged by the breaking adrift of her main-boom, and had sunk in deep water. Her own small boat was likewise stove, and all hope of saving their lives had been given up by her crew of 3 men, when the Life-boat appeared on the scene and conveyed them safely to the shore. The service is reported to have been a very creditable one to all concerned. The inhabitants of the small port had enthusiastically and gratuitously assisted to launch the Life-boat, which was promptly done, and the ready and able crew who manned her reported in high terms of her behaviour on the occasion.

RHYL, NORTH WALES.—The schooner *Eleanor*, of New Quay, Cardiganshire, was seen on the Constable Bank, off Rhyl, on the evening of the 2nd June, with a signal of distress flying. The tubular Life-boat *Morgan* was launched as soon as practicable to her assistance, and many of her crew having been put on board the vessel, which was in a sinking state, and having worked hard at the pumps, they were successful in bringing the schooner and her crew safely into the harbour. The weather was squally, and the sea rough at the time.

ST. DAVID'S.—On the 5th June, the schooner *Mersey*, of Liverpool, went on the South Bishop Rock and sank. Signals of distress were made by the light-keepers, whereupon the Life-boat *Augusta* proceeded out, and brought the vessel's crew of 4 men safely ashore. This Life-boat was presented to the Institution by the Earl of Dartmouth and his tenantry, and this was the third time she had been the means of saving life.

On the occasion of the Earl of DARTMOUTH'S son, Viscount LEWISHAM, coming of age, reference was made at the festivities to this Life-boat, in an Address presented to his Lordship, when Lord Dartmouth made the following remarks concerning the gift of the boat and its services:—

“They had alluded to the Life-boat he had

promoted. He used this word promoted advisedly, for all that he did was to scatter the seed, which, falling on a good and fruitful soil, the means necessary for providing the *Augusta* Life-boat were speedily obtained, and already the boat had done the noble work of saving 13 lives. He thanked them heartily for what they did on that occasion, and he might tell them of a fact of which probably they were not aware. When Lady DARTMOUTH and he had completed the twenty-fifth year of their married life—a day generally known as the ‘silver wedding’—on the 9th of June last year, one of the most gratifying things connected with that day, besides the congratulations of their friends, was a telegram which they received from St. David's, announcing the fact that the *Augusta* had saved four lives.”

LYNMOUTH, NORTH DEVON.—The Life-boat *Henry*, stationed at this place, performed her first errand of mercy on the 28th June. It appears that a boat for the use of the packet agent there had been brought over in tow of the Ilfracombe steamer, and was cast off, as wished, abreast of Lynmouth, in charge of a man named WILLIAM GROVES. It was low-water at the time, and the sea had risen so much that the boat could not make the shore then, and she therefore came to an anchor, and rode safely until the wind and sea rose with so much rapidity that the boat dragged her anchor, and it was evident the man on board was in great peril. As no ordinary boat could go to his aid, the wind then blowing quite a gale and the sea running very high, the Life-boat was got out, and although fewer people were about than usual, she was taken to the beach, manned, and launched in a quarter of an hour. She behaved admirably in the surf, and was soon instrumental in saving the man, who had given up all hope of his life, for he did not see the Life-boat coming to his aid until she was quite near him.

WEST WITTERING, CHICHESTER HARBOUR.—The brig *Hope*, of Portsmouth, while at anchor about two miles from the mouth of this harbour, in a dismantled state, was observed to hoist signals of distress, during a very high wind from the S.W., and in a heavy sea. The Life-boat *Undaunted* went off to her, and remained alongside until the weather moderated, when the vessel was towed into Portsmouth Harbour by a steamer.

BUDE, CORNWALL.—On the morning of the 8th July, a boat was observed about four miles from the shore at Bude, with a signal flying. She tacked about several

times, as if intending to make Bude. The crew assembled, and the *Elizabeth Moore Garden* Life-boat was launched. The breakers were quick and dangerous, with a ground sea on. Twice the Life-boat was beaten back by the seas; the heart of one of the crew failed him; he declined to make any further attempt, and was put ashore. However, his place was readily supplied, and, after nearly an hour's labour, success attended the men's perseverance, and the craft was reached. She proved to be the *Hattie*, a yacht belonging to Mr. ABEL TILLET, of Norwich, who was on board with 2 men. The *Hattie* had been coming round from Falmouth since the 3rd July, and had left Port Isaac that morning, when she drifted into the bay, and it was feared she could not weather Hartland or Padstow Points. Mr. TILLET and the two men were transferred to the Life-boat, and the yacht was taken in tow for Bude, and all reached the shore in safety. The Life-boat behaved admirably, and gave great satisfaction, and the service was highly spoken of.

SALCOMBE, DEVON.—During a strong wind and heavy sea, on the 18th August, the Life-boat *Rescue* was taken afloat for exercise. While she was out the *Kingsbridge Packet* steamer left that harbour, bound for Plymouth, and shortly after passing the Salcombe Mewstone the machinery of the steamer 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.

ARKLOW, IRELAND.—On the 4th August, during a fresh wind from the N.W., the Arklow Life-boat saved the crew of 5 men of the brigantine *Jane*, of Barmouth, which had stranded on Jack's Hole Bank. The boat afterwards proceeded out again to another brigantine, the *Roscius*, of Belfast, which had also gone on the Arklow Sandbank. On reaching the vessel she was found to be abandoned, her crew having landed at Wicklow. The Life-boat returned to shore for additional help, and ultimately, after prolonged exertions, the brigantine, having been lightened of some of her cargo of pig-iron, was taken safely into Kingstown Harbour.

WHITEHAVEN, CUMBERLAND.—A vessel was observed off Whitehaven on the night of the 20th August, with signals of distress flying, while a very strong wind was blowing from the W.S.W., and the sea was running high. The Life-boat *Elizabeth* was immediately launched to her aid, and remained by her until she was taken in tow by a steam-tug, and brought into Whitehaven. She proved to be the schooner *Intrepid*, of and from Liverpool in ballast. A very severe gale from the S.W. was also experienced at this place on the 14th November. The smack *Demitian Lass*, belonging to the Isle of Skye, and bound from Runcorn with a cargo of salt, had to be abandoned by her crew of 4 men, who took to their small boat when about half a mile away from the harbour. Seeing their perilous position, the Life-boat *Elizabeth* was promptly launched to their assistance, and brought them safely ashore amid the enthusiastic cheers of the large crowds who had assembled on the piers. The smack's boat was swamped by the heavy seas just as the men had been taken from it into the Life-boat.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

THURSDAY, 4th January, 1872. 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.

Decided that the expression of the deep sympathy of the Committee be conveyed to HER MAJESTY THE QUEEN, and their Royal Highnesses the PRINCE and PRINCESS OF WALES on the occasion of the alarming illness of the PRINCE OF WALES, and of gratification at the satisfactory progress His Royal Highness was then making towards recovery.

Read and approved the Report of Captain DAVID ROBERTSON, R.N., the Assistant-Inspector of Life-boats to the Institution, on his recent visits to Ballywalter, Groomsport, Portrush, Greencastle, Londonderry, Howth, Greystones, Drogheda, Rush, and Lambay.

[The special Contributions and Legacies received by the Institution during the month of December are given in the Annual Report, published on the 1st May, 1872.]

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

The late ROBERT PEARSON, Esq., of Newcastle-upon-Tyne Part of residue.
The late Miss HARRIET BAKER, of Stutton, Suffolk (duty free) 100l.

Ordered that various works be carried out at the Greystones, Drogheda, and Newcastle (Dundrum) Life-boat stations, at an expense of 272l. 15s.

Read and approved of the Annual Financial Statement of the Institution to the 31st December, 1871, and ordered the same and the account books to be sent to the Auditor, for the usual yearly audit.

Decided that the sympathy of the Committee be expressed to the Family of the late Capt. OLIVER DAVEY, of Bude, on his lamented death. He had for many years past zealously assisted in the management of that Life-boat station.

Also that the thanks of the Institution, inscribed on Vellum, be presented to ROBERT WYNNE JONES, Esq., M.R.C.S., of Beaumaris, in acknowledgment of his most valuable co-operation during the period he occupied the office of Treasurer and Honorary Secretary of the Anglesey branch of the Society.

Read letter from Mr. J. W. BARCLAY, of Aberdeen, of the 9th December, calling attention to his plan of Life-boat carriage.—*To be acknowledged.*

Ordered the volumes of *The Life-boat Journal* to be sent to the United States Congressional Library, and to the Smithsonian Institution, Washington, United States.

Also that some thousand copies of the portable edition of the Instructions for Restoring the Apparently Drowned, issued by the NATIONAL LIFE-BOAT INSTITUTION, be placed at the disposal of R. B. FORBES, Esq., of Boston, U.S., the Chairman of the Humane Society of Massachusetts, for distribution amongst American boatmen and others.

Paid 1,699*l.* 19*s.* 2*d.* for sundry charges on various Life-boat establishments.

Voted 162*l.* 14*s.* to pay the expenses of various Life-boats of the Institution in going off during heavy gales of wind, and saving the crews, consisting of 100 persons, of the following wrecked vessels:—

Schooner <i>Samuel and Ann</i> , of Great Yarmouth	4 men saved
Dandy <i>Musselburgh</i> , of Lowestoft	11 "
Barque <i>Robina</i> , of North Shields	17 "
Barque <i>India</i> , of Shields	16 "
Barque <i>Albert</i> , of Bremen	21 "
Brig <i>Wanderer</i> , of Maryport	10 "
Schooner <i>R. B.</i> , of Bayonne	7 "
Greek brig <i>Calamidas</i>	11 "
Smack <i>Charles Philip</i>	3 and vessel.

In addition the two Yarmouth Life-boats and the Aldborough Life-boat had rendered the following services:—

Brig <i>Azela</i> , of Blyth	Vessel, and 8 men saved.
Brig <i>Champion</i> , of Shoreham	Vessel, and 8 men saved.
Schooner <i>Rose</i> , of Ipswich	Vessel, and 4 men saved.

[The particulars of these various Life-boat services will be found detailed in the last Annual Report of the Institution.]

Voted also 7*l.* 8*s.* to pay the expenses of the Gorleston Life-boat in putting off on the 1st Jan. and saving the crew of 5 men from the schooner *Sibyl*, of Yarmouth, which had gone on the North Sand, Gorleston during a fresh wind and in a high sea.

Voted 141*l.* 4*s.* 9*d.* to pay the expenses of the Life-boats stationed at Filey, Thorpeness, Yarmouth, Winterton, Southport, Kingsdown, Cahore, Silloth, Broadstairs, Walmer, Kingsgate, Margate, and Tenby, in either assembling the crews or putting off in reply to signals of distress from other vessels, which subsequently got out of their dangerous positions without the assistance of the Life-boats.

Reported that the Ramsgate Life-boat had also been launched with the view of rendering assist-

ance to a distressed vessel; but that her services were not called into active requisition.

Voted the thanks of the Institution inscribed on Vellum, to Mr. SAMUEL PHILP, boatman in HER MAJESTY'S Coastguard at Bude, Cornwall, in acknowledgment of his meritorious services on the occasion of the Life-boat on that station rescuing the yacht *Hattie*, of Cromer, and her crew of 3 men, on the 8th July, 1871.

Also 71*l.* 10*s.* to the crew of the Gorleston private Life-boat *Refuge*, for saving from a boat the crew of 6 men of the schooner *Irene*, of Whitty, which had been wrecked on the Cross Sand, near Great Yarmouth, during a gale from N.N.E., on the 4th December. The crew of the *Refuge* also brought ashore 7 men belonging to the schooner *Princess Victoria*, of Aberdeen.

Also 4*l.* 5*s.* to JOSEPH DOBSON and 13 other men for rescuing 13 men from the iron steam-packet *Minister*, of Lubeck, which had stranded at Grainthorpe Haven during a N.E. gale on the 30th November.

Also 4*l.* to a shoreboat's crew belonging to Wexford, for bringing safely ashore 1 man from the brigantine *Thermis*, of Liverpool, which during a strong gale from the S.W. became a total wreck on the Blackwater Bank, on the 17th December.

Also 3*l.* to 6 Filey fishermen for putting off in a coble and saving 7 men from a boat belonging to the schooner *Louisa*, of Rye, which had foundered off Filey Brigg, during a very heavy gale from the N.E., on the 1st December.

Also 11*l.* 10*s.* to MICHAEL HARTNEY, and 11 to another man, for putting off in a fishing canoe and saving 3 men from another boat which had capsized in Brandon Bay, on the Irish coast, during a strong S.W. breeze, on the 27th October.

Also 2*l.* to five Coast-guardmen for going off in a boat and rescuing 2 men from the ketch *Two Brothers*, of Dover, which was wrecked near Broadstairs, during a strong gale from S.W. by W., on the 20th December.

Thursday, 1st February. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Read letters from the SECRETARY OF STATE FOR THE HOME DEPARTMENT, and from General Sir WILLIAM KNOLLYS, K.C.B., thanking the Institution, on behalf of HER MAJESTY THE QUEEN and their ROYAL HIGHNESSES THE PRINCE AND PRINCESS OF WALES, for the expression of sympathy on the occasion of the recent illness and subsequent recovery of H.R.H. the PRINCE OF WALES.

Read and approved the report of Capt. J. R. WARD, R.N., the Inspector of Life-boats to the Institution, on his recent visits to Liverpool, New Brighton, Southport, Blackpool, Piel, and Whitehaven.

Reported that Mrs. HARRIOTT FORTEATH, of Bunny Park, Nottingham, had presented the sum of 680*l.* to the Society, to defray the cost of a Life-boat, to be named after herself.

Decided that Mrs. Forteath be thanked for her munificent gift, and that the present *Whitty* No. 2 Life-boat be replaced by another boat, to be named the *Harriott Forteath*.

Also that, on the recommendation of the Inspector of Life-boats, a new Life-boat be sent to Porthcawl, South Wales, in place of the present boat at that place; and that the station be appropriated to Miss J. E. CHAPYN GROVE, of Zeals Wilts, who had just given the Society the munifi-

cent sum of 680*l.*, to defray the cost of a Life-boat, to be named the *Chafyn Grove*.

Reported also the receipt of a further contribution of 80*l.* from the Misses HALLAM and Mrs. MARGARET BIRT, the donors of the *Selsey* Life-boat, the interest of which amount they wished to be applied yearly towards the support of their Life-boat.—*To be thanked, and the annual interest to be appropriated accordingly.*

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

Produced extracts from the following Wills containing Legacies to the Institution:—

	£.
The late Mrs. L. C. HUTCHINSON, of Lancaster (Reversionary)	1,000
The late WILLIAM COSENS, Esq., of Dawlish (duty free)	200
The late Mr. JOHN LEWIS, of Bath (Reversionary)	20

Voted the thanks of the Institution to J. S. BURRELL, Esq., of Lancaster, in acknowledgment of his kind co-operation during the period he occupied the office of honorary secretary of that Branch of the Society.

Also to the Aberdeen, Leith, and Clyde Shipping Company, for so kindly granting a free conveyance on board one of their steamers to the Thurso old Life-boat and carriage, between Scrabster and Granton.

Reported that SAMUEL LOVELOCK, Esq., the Auditor, had examined the accounts of the Institution for the past year, and had found the same correct.

Paid 1,200*l.* 6*s.* 3*d.* for sundry charges on various Life-boat establishments.

Voted 7*l.* 3*s.* 6*d.* to pay the expenses of the Maryport Life-boat, in putting off during a fresh gale from W.S.W. on the 4th June, and saving the crew of 3 men of the schooner *Cygnets*, of Workington, which was wrecked near the North Pier, Maryport.

Also 15*l.* 11*s.* 6*d.* to pay the expenses of the Porthoustock Life-boat, in going off during a strong S.S.W. wind and rescuing 5 of the crew from a boat belonging to the barque *Cabinet*, of Newcastle, which became a total wreck on the Manacles Rocks, on the 11th January.

Also 32*l.* 15*s.* to pay the expenses of the Courtown Life-boat, in going out 3 times during a S.S.W. gale on the 13th Jan., and bringing safely ashore 23 persons from the ship *Idaho*, of Bath, U.S., which had stranded near Courtown Harbour.

Also 7*l.* 4*s.* to pay the expenses of the Holyhead Life-boat, in putting off, while it was blowing a heavy gale from W. by N., and saving the crew of 6 men of the brigantine *Form*, of Liverpool, which was in distress in the outer roads, Holyhead, on the 13th January.

Also 19*l.* 10*s.* to pay the expenses of the Blyth Life-boat, in going off, during a heavy gale from W.S.W. on the 13th January, and rescuing 8 men from the brigantine *Lothian*, of that port, which had stranded near the Seaton Sea Rocks.

Also 7*l.* 13*s.* to pay the expenses of the Lizard Life-boat, in going out on the 10th January, and putting a pilot on board a steam-tug, which had in tow a ship and a dismantled schooner. The vessels were then taken to Falmouth by the tug.

Reported that the Yarmouth large Life-boat had put off on the 2nd and 4th January, and had rendered important services to the barque *Ellen*, of Llanelly, and brig *Marie*, of Colchester, both of which were in distress in Yarmouth Roads. With the aid of the Life-boat both the vessels were got safely into Harbour.

Also the services of the Abersoch Life-boat, in putting off while it was blowing a heavy gale from S.W. to N.W. on the 5th January, and after much difficulty saving, in conjunction with a steamer, the ship *Ireland*, of Liverpool, which had been abandoned by her crew, and which was in a dismantled condition off Pencilan. The ship would assuredly have gone on the rocks had not the Life-boat men boarded her just in time.

Also the services of the Brooke Life-boat, in going off in a heavy ground sea, and rendering important assistance to a Norwegian vessel, which was in distress off Brooke, on the 11th January.

Also the services of the Lytham Life-boat, in putting off during a strong breeze from the W., and remaining for some time alongside the schooner *Venus*, of Preston, which had stranded on the Horse Bank, on the Lancashire Coast.

Also the services of the Theddlethorpe Life-boat, in going out during stormy weather on the 15th November to the assistance of the schooner *Excel*, of Goole, on the Lincolnshire Coast. On arriving alongside, the crew of the Life-boat found that the vessel was in a sinking state. They took the captain's wife and 3 children into the boat, and then assisted to get the vessel out of her dangerous condition.

Voted 132*l.* 2*s.* to pay the expenses of the Life-boats stationed at Ballywalter, Southport, Donna Nook, Carmarthen Bay, Buddon Ness, Broughty Ferry, Chichester Harbour, Isle of Whithorn, Abersoch, and Portmadoc, in either assembling the crews, or putting off in reply to signals of distress from various vessels which did not subsequently require the services of the Life-boats.

Reported also that the crews of the Caister, Girvan, Anstruther, and Ardmore Life-boats had either assembled or put off with the view of rendering assistance to different distressed vessels, but that their services were not ultimately required.

Voted 15*l.* to 10 men who put off in a boat, and saved 2 officers, who were the only survivors from the wreck of the steamer *Delaware*, of Liverpool, when she was lost off the Seilly Islands, during a very heavy gale from W.N.W., on the 20th December.

Also 10*l.* to the crew of a Shetland fishing-boat for putting off and saving 3 other fishermen, whose boat had been driven on the rocks of an uninhabited island near Whalsay, Shetland, during a violent snow-storm on the 16th November. The 3 men would certainly have perished from exposure had not the others gone to their aid.

Also 7*l.* 10*s.* to 15 Aldborough men for putting off in a boat, and bringing safely ashore 10 men from a boat belonging to the barque *Guiding Star*, of Hull, which was wrecked near Orfordness during a S.S.W. gale on the 18th January.

Also 5*l.* to 10 Filey fishermen for going off in a coble and rescuing 4 men from the schooner *Treaty*, of Goole, which had stranded on Filey Brigg during a gale from the south on the 11th January.

Also 5*l.* to 16 Mundesley men for putting off in a boat, and bringing safely ashore the crew of 6 men of the brig *Mirza*, of Seaham, who had reached the Hasborough light-ship by means of their own boat when the brig was wrecked, during squally weather, on the 14th January.

Also 3*l.* to 3 men for going off in a boat, and saving 1 man from a Coastguard boat which had capsized between Skeenaghan and Barr's Point, on the Irish coast, during a gale from the south, on the 21st December.

Thursday, 7th March: THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Read letter from Colonel the Hon. W. J. COLVILLE, of the 6th February, stating that Captain His Royal Highness the DUKE OF EDINBURGH, K.G., R.N., had most kindly consented to take the Chair at the forthcoming Annual Meeting of the Institution, on the 8th April.

Decided that His Royal Highness be specially thanked through Colonel COLVILLE.

Also read letter from the LORD MAYOR of London, of the 1st March, stating that he had great pleasure in placing the Egyptian Hall, in the Mansion House, at the disposal of the Institution for the occasion.—*To be thanked.*

Approved of a Draft of the Annual Report to be submitted to the Meeting.

On the motion of the MARQUIS OF CHOLMONDELEY, the Gold Medal of the Institution was unanimously voted to Sir EDWARD PERROTT, Bart., V.P., in acknowledgment of the very important services which he had rendered to the Institution for more than twenty years as the Chairman of its Preparatory Committees.

Read and approved the Report of the Inspector of Life-boats to the Institution on his recent visits to Silloth, Sunderland, Tynemouth, and Liverpool.

Also the Report of the Assistant-Inspector of Life-boats on his recent visits to the Staffordshire Potteries Branch of the Institution, and to Rhoscolyn, Rhosneigr, Holyhead, Penmon, Rhyl, Llandulas, Eastbourne, Hastings, Winchelsea, Rye, Dungeness, and Dover.

[The special contributions and legacies received during the month of February are given in the Annual Report published on the 1st May last.]

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

	£.	s.	d.
The late Mrs. FRANCES FITCH, of Bath (duty free)	500	0	0
The late Miss MARIA KNIGHT, of Hathersneth, Leicester	100	0	0
The late Mrs. SUSANNAH WALPOLE, of Southtown, Suffolk (to the Great Yarmouth Branch)	19	19	0

Reported the transmission to their Stations of the Howth, Sunderland No. 4, and Tynemouth No. 2 Life-boats and Carriages.

The Howth Life-boat and Carriage had been taken from London to Dublin on board one of the British and Irish Steam-Packet Company's vessels free of charge, and the Company had also most kindly brought back the old Boat and Carriage free.—*To be thanked.*

Ordered that various works be carried out at the Ballycotton, Porthcawl, and Salcombe Life-boat Stations, at an expense of 267l.

Decided, on the recommendation of the Inspector of Life-boats, to replace the present Life-boat at Scarborough by a new 35 feet boat, and to appropriate the same to the Warwickshire Freemasons' Life-boat Fund, which had mainly been collected through the kind exertions of Lord LEIGH, Captain J. P. SALT, and other friends.

Also that the Life-boat be named the *Lady Leigh*.

Read letter from Dr. EDDY, of Eccleston Square, of the 7th February, calling attention to a Life-boat which had been invented by Captain J. MOODY.—*To be acknowledged.*

Read letter from Mr. A. ANDERSEN, the Govern-

ment Inspector of the Life-boats on the Danish coast, of the 31st January, containing an account of the progress made by that Society.

It had now twenty-three Stations provided with both Life-boats and Rocket life-saving apparatus, besides three with Life-boats, and thirteen with Rocket apparatus only; and in twelve months no less than 140 lives were saved from different Shipwrecks by the aid of those appliances, in addition to 240 lives saved by other means.—*To be thanked.*

Read letter from the Russian Vice-Consul at Hull, of the 13th February, stating that the merchants of Riga proposed to establish a Life-boat Institution at that port.—*To be acknowledged.*

Decided that the thanks of the Institution be presented to J. G. SOUTAR, Esq., and Mr. THOMAS EVANS, for their kind services during the period they respectively occupied the office of Honorary Secretary of the Stonehaven and Newquay (Cardiganshire) Branch of the Society.

Paid 2,561l. 14s. for sundry charges on various Life-boat Establishments.

Voted 4l. 12s. 6d. to pay the expenses of the St. Andrews' Life-boat in putting off, during a gale from the S.E., and rendering assistance to the schooner *Oul*, of Sandness, Norway, which was in a distressed condition near the West Sands, St. Andrews, on the 23rd January.

Also 13l. 4s. to pay the expenses of the Filey Life-boat in going out, while it was blowing a gale from S.E.E. on the 5th February, and saving the crew of 5 men from the schooner *Stirling*, of Yarmouth, which had gone ashore near Filey.

Also reported that the same Life-boat had gone off, during a strong wind on the 12th February, and put on board their vessels the crews of two yawls, the *Admiral Mitford* and the *Thomas and Mary*, of Filey, which were in danger of being driven on shore.

Voted 147l. 7s. 6d. to pay the expenses of the Life-boats stationed at Lowestoft, Pakefield, Brooke, Eastbourne, Braunton, Appledore, Dundalk, Theddlethorpe, Caister, Walmer, Kingsdowne, Blyth, and Howth, in either assembling the crews or putting off in reply to signals of distress from various vessels which did not ultimately require the services of the Life-boats.

Reported that the crew of the Ramsgate Life-boat had twice put off, and that the crew of the Newbiggin Life-boat had assembled with the view of rendering assistance to different vessels, but that their services were not ultimately needed.

Voted the thanks of the Institution, inscribed on Vellum, to Captain CROFT, Master of the S.S. *Cormorant*, of Cork; 3l. to Mr. J. H. MILLER, his chief officer, and 2l. each to 3 other men, in acknowledgment of the services of the four last-named men in putting off in a boat belonging to the steamer and saving 7 men from the ship *Ireland*, of Liverpool, which was in a very dangerous position to the W.S.W. of the Smalls' Lighthouse, on the 1st January.

Also 10l. to 7 men forming the crew of the pilot boat *Pride*, of Greencastle, for putting off and rescuing the crew of 3 men of the chasse marée *Newry*, of Newry, which had gone on the rocks on Blockhouse Island, during a gale from the S.E., on the 9th February.

Also 2l. to 4 men for going off in two boats and towing safely ashore a boat belonging to the smack *Majestas*, of Bideford, containing 3 men, when that vessel was wrecked off Bucks, North Devon, during a strong S.W. gale, on the 3rd January.

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

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

Also the Report of the Inspector of Life-boats on his recent visits to the Life-boat stations at Porthcawl, St. David's, Fishguard, Ferryside, Solva, Cardigan, Tenby, Milford, and Newquay.

Also the Report of the Assistant-Inspector of Life-boats on his recent visits to Deal, Walmer, Kingsdowne, Ramsgate, Kingsgate, Broadstairs, Margate, Kimeridge, Chapman's Pool, Poole, Brooke, Brightstone Grange, Newport (Isle of Wight), Bembridge, Hayling Island, Selsey, West Wittering, and Worthing.

Decided, on the recommendation of the Inspectors of Life-boats, to form a Life-boat station at Rhosneigr, Anglesey, and to appropriate to it the munificent gift of 680*l.* from Mrs. LINGHAM, of Lower Norwood, to defray the cost of a Life-boat establishment, the boat to be named the *Thomas Lingham*.

Also decided to name the new Life-boat which was about to be placed at the south of the Boyne, near Drogheda, the *John Rutter Chorley*, the late HENRY FOTHERGILL CHORLEY, Esq., of Eaton Place, West, having bequeathed a legacy of 600*l.* to the Institution to place a Life-boat on the coast bearing that name.

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

The late Mrs. JANE LYON, of Knightsbridge (free of duty)	£. 500
The late JOHN HOWELL, Esq., of Cadogan Place (free of duty)	200
The late Miss ELEANOR GOVER, of St. George's Road, Pimlico	100

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

Decided that the thanks of the Institution be presented to M. BEVERIDGE, Esq., late Collector of Her Majesty's Customs at Troon, N.B., for his kind services during the period he occupied the office of Honorary Secretary of that Branch of the Society.

Read letter from Mr. JOHN CAMPBELL, of Glasgow, of the 7th March, calling attention to his plan of Steam Life-boat.—*To be acknowledged.*

Reported the transmission to their stations of the Whitby No. 2 and Porthcawl Life-boats and carriages.

The Whitby Steam Shipping Company had kindly given a free conveyance to the latter boat on board their steamer *Captain Cook*, from London, to its station.—*To be thanked.*

Paid 1,181*l.* 19*s.* 10*d.* for sundry charges on various Life-boat Establishments.

Voted the Silver Medal of the Institution and its thanks, inscribed on vellum, to Mr. DANIEL READING, master of the Ramsgate Harbour Steam Tug, in acknowledgment of his general gallant services in aiding to save life from wrecks on the Goodwin Sands.

Also the special thanks of the Institution to Capt. JAMES ELYARD, together with a reward of 1*l.* to the crew of the Broadstairs Life-boat, for putting off during a fresh gale and in a very heavy sea, on the 19th March, and saving 1 of the crew of the brig *Defender*, of Sunderland, which had stranded on the Goodwin Sands.

The Ramsgate Life-boat and Harbour Steam Tug also went off to the assistance of the vessel, and saved seven of her crew; the Broadstairs boat, which had arrived first at the scene of the

wreck, having been nearly capsized by two very heavy seas, and been driven to leeward.

Voted 16*l.* to pay the expenses of the Caister surf Life-boat in going out while it was blowing a fresh wind from the east, on the 22nd March, and rescuing the crew of 6 men of the brig *Ark*, of West Hartlepool, which had gone on the Barber Sand.

Also 20*l.* to pay the expenses of the Yarmouth surf Life-boat in putting off and saving 8 men from the brig *Viscount Lambton*, of Rochester, which had gone ashore on Yarmouth Beach on the 22nd March.

Also 20*l.* 5*s.* to pay the expenses of the Fowey Life-boat in going out during a heavy gale and in a rough sea, on the 27th March, and rescuing the crew of 4 men from the Dutch schooner *Douro*, which became a total wreck in St. Austell Bay. The crew of the Life-boat are reported to have behaved with much gallantry on the occasion.

Also 12*l.* 4*s.* to pay the expenses of the Kessingland No. 2 Life-boat in putting off, during squally weather, and bringing safely ashore 2 men from the barque *Exe*, of Exeter, which was in a distressed condition near Lowestoft on the 28th March.

Also the thanks of the Institution, inscribed on vellum, to the Rev. HUGH WILSON, Honorary Secretary of its Ballywalter Branch, together with 5*l.* to 4 other men, in acknowledgment of their services in saving 3 men whose boat had capsized off Ballywater, Co. Down, during stormy weather on the 13th March. Two of the endangered men were saved by a boat which put off manned by 3 men; and the other one was rescued through the prompt exertions of Mr. WILSON, who took one of his horses, had it attached to a cart, and with his man took it into the sea, and fortunately succeeded in dragging the drowning man from the sea into the cart, when he was brought ashore in safety.

Also 5*l.* to 9 men forming the crews of the Fishing Yawls *Lightning* and *Conqueror*, of Greencastle, for rescuing 3 out of 4 men from the fishing-boat *Eliza*, which was capsized off Gortgowan, on the Irish Coast, on the 3rd January.

Monday, 8th April.—The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at the Egyptian Hall, in the Mansion House, with the kind permission of the Right Hon. the LORD MAYOR OF LONDON; Capt. H.R.H. the DUKE OF EDINBURGH, K.G., R.N., in the Chair.

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

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

The Meeting was then addressed by Admiral of the Fleet Sir GEORGE SARTORUS, K.C.B.; Rear-Admiral Sir JOHN D. HAY, Bart., D.C.L., F.R.S.; The Right Honourable Sir SILLS JOHN GIBBONS, Bart., Lord Mayor of London; Sir JOHN BENNETT, F.R.A.S., Sheriff of London and Middlesex; Capt. Sir JAMES D. H. ELPHINSTONE, Bart., M.P.; Captain the Lord GARLIES, M.P.; Sir THOMAS EDWARDS MOSS, Bart.; the Rev. G. F. PRESCOTT, M.A.; THOMAS CHAPMAN, Esq., F.R.S., V.P.; Sir EDWARD G. L. FERROTT, Bart., V.P.; and Vice-Admiral Sir W. H. HALL, K.C.B., F.R.S.

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

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

