

THE LIFE-BOAT,

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LIFE-BOATS FOR SHIPS OF WAR.

THE melancholy accident which occurred to two boats of H.M.S. *Ariadne*, in March of the present year, again revived the questions as to the most suitable life-boats for ships of war, and the best description of apparatus for lowering them safely and quickly into the water.

On the occasion referred to, a seaman had fallen overboard from the main top-mast-head, the ship running ten knots at the time, with the wind on the starboard quarter. She was quickly hauled to the wind and hove to, and the lee-cutter was lowered and rowed in the direction in which the man was last seen. The ship, however, dropping fast to leeward of the boat, steam was got up, the sails furled, and she was steered towards the boat: on nearing which, however, she was seen to round to or broach to, and to upset by a heavy sea breaking on her broadside.

The ship's other cutter, then on the lee side, was at once lowered, but one of the lowering tackles fouling, she was swamped alongside, with the loss of one man, the rest of the crew being with difficulty saved.

The ship was then placed in such a position as to drift down on the wreck of the first boat, and, with very great difficulty, four of the survivors of its crew were saved by ropes. In all, two young officers, Messrs. JUKES and TALBOT, and eight seamen perished; besides the man

who had fallen overboard, and both the boats were lost.

It appears that the *Ariadne* was not provided with a Life-boat, and that up to the present time the Admiralty have left it optional with the captain of any ship to have one or not. So long as such is the rule, we fear that many captains will decide on dispensing with them.

The reasons for their doing so are:—

1st. That Life-boats are necessarily heavier than ordinary boats of similar size.

2nd. That much of the space within them being occupied by the air compartments which make them insubmergible, and less easy to upset than other boats, they have less space disposable for the stowage of cargo.

3rd. That accidents to the boats of ships of war are of unfrequent occurrence, and that therefore it may not seem worth while to sustain a permanent inconvenience to meet an evil which rarely happens.

Before entering on the question as to the descriptions of Life-boats which we may think preferable, we will remark on the above objections:

1st. Increased weight.

The increase need not be great, as the material of the air compartments or cases can be of the lightest description consistent with strength. In an unarmed merchant vessel, this increase of weight, however slight, might be of some consequence; but in a ship of war, where

there are always a much larger number of men on duty, and available, than are required to hoist up a quarter-boat, it would not be worth consideration; and it would only be further requisite to make the davits and their fittings, and the hoisting-up and lowering gear stronger in proportion, which would constitute no difficulty whatever.

2nd. Stowage-room.

Undoubtedly a life-boat should not be used as a cargo boat, but beyond the conveyance of fresh beef and vegetables, there can be little need for either of the cutters or other quarter-boats of a frigate to carry cargo, and one or both of those boats might be efficient life-boats.

It is, however, most important that the stowage-room for passengers should not be diminished in any of the boats of a ship of war. But on that head a suitable ship's Life-boat has a positive advantage, since the air compartments forming its extra or surplus buoyancy, form seats entirely round the boat, which has thus much more sitting accommodation than any ordinary boat of the same size can have, which is an advantage, in our opinion, of a very important character.

3rd. Unfrequency of accidents to the boats of ships of war.

Undoubtedly in time of peace such accidents are not of frequent occurrence. They would, however, be much more so in time of war, when it would likewise be often most important to have at least one boat in every ship capable of going through a moderate surf, or of proceeding to other ships through a heavy sea, without serious risk to those on board them. The upsetting of a man-of-war's boat in attempting to cross the bar, off Kiel, during the war with Russia, in 1854-5, when Capt. JOHN FOOTE, R.N., commanding one of the ships of the Fleet, was drowned together with some of his men, may be quoted as an illustration of this need. Having reference, however, to times of peace only, there are probably few ships which have passed through the usual period of three years' service

without having had to regret the loss of one or more men by falling overboard at sea, and we consider it an imperative duty to every seaman who is sent aloft at sea, that there should be all available means provided by the country for his safety, in the event of his falling overboard; and that it is an equally imperative duty to provide the same for the officers and men who, as in the case of those on board the *Ariadne*, might be required to proceed to his aid.

We are of opinion, therefore, that it should not be optional with the captain of a ship of war to carry a Life-boat or not to do so, but that every such vessel should be provided with one; and that all ships of the class of corvettes and upwards should carry two, hoisted to davits, one on each side of the ship, so that on whichever tack she might be, there would always be one on the lee side, ready for instant use.

We regret to find that the Commission since appointed by the Admiralty to enquire into the subject of Life-boats, &c., and the boat-lowering apparatus, have reported that they consider the ordinary boats supplied to ships of war are sufficient, and that no Life-boats are required; whilst, owing to the few accidents that have occurred to boats in the act of lowering them from davits, they consider also that the ordinary tackles hitherto in use are all that is requisite.

We cannot but think that the members of the Commission must have forgotten the loss of Capt. FOOTE and his boat's crew, above referred to; and that they did not sufficiently bear in mind the importance, in time of war, of being able to communicate safely with the shore at all times, and of safe intercommunication between the ships of a fleet.

On carefully reading the evidence given by the various naval officers before the Commission, we observe that whilst it is generally admitted by them that it would be an advantage to have a Life-boat or other boat capable of encountering a surf or a heavy sea, they uniformly object to

have one in lieu of any of the ordinary boats now supplied to ships of war, but consider that such a boat should be an extra one. They come to this conclusion from the belief that none of the present boats could be spared from the general use of the ship, whilst they are under the apprehension that a Life-boat must necessarily be unfitted for such use. It was also considered by some of them, that a cork belt outside, or more or less cork stowed inside a boat, under the thwarts, would be desirable.

Now we feel convinced that these difficulties may be easily met. There is, however, but one mode of giving a boat sufficient extra buoyancy to make her a serviceable Life-boat, viz., by placing within her a large amount of enclosed air, in perfectly watertight cases, and by the distribution of the same in such a manner that it shall not only provide the requisite buoyant property, but greatly add to her stability and consequent safety.

It appears to have been the opinion of the Commissioners and of the officers examined by them, that it is sufficient to make a boat insubmersible; we contend, however, that no boat is worthy of the name of a Life-boat, unless she will float high enough, after being filled by a sea, to be manageable, which a boat that is submerged to the level of her thwarts, with her gunwale amidships only 5 or 6 inches above the level of the sea, cannot be. Such a boat is, in fact, then nothing more than a large life-buoy. In even a moderate breeze, every sea would break into her, and she would be very easily upset. It is, therefore, an illusion to suppose that the placing a little cork round the sides of a boat, either inside or outside, will make her in any sense a Life-boat. Some merchant vessels' so-called Life-boats are thus fitted, but they are Life-boats only in name. Cork, in the Life-boats of the NATIONAL LIFE-BOAT INSTITUTION, is used as ballast; and it is too heavy for any other use.

Admitting, then, that enclosed air

buoyancy, as being the lightest material obtainable, is the only suitable one, the questions follow: what should be its amount, and how should it be distributed?

Its amount should be the greatest possible, without interfering with the use of the oars, and it should be distributed along the sides and the ends of a boat, where in the one case it will add to the lateral, and in the other to the longitudinal stability, for it follows that the buoyant or lifting property of the enclosed air on one side or at either end of a boat, when submerged, would powerfully tend to right her again; whilst, if it is sufficient in amount, by confining the water within the boat to its central part, it there acts rather as ballast, instead of rushing from side to side with consequent loss of stability and steadiness.

To effect this important object, we consider that the side air-cases should extend from the floor to the thwarts, exactly conforming with the shape of the boat's side, to the thwart level, and equal in width, on each side, to one-eighth, or together to one-fourth the width of the boat; the inner sides being perpendicular to check the rushing of the water from side to side with every motion of the boat. Also that the end air-enclosures should be each equal to one-eighth or together to one-fourth the length of the boat. These proportions have indeed been tried, and found to give, in a high degree, the qualities of extra or reserve buoyancy, stability, and steadiness, after the admission of water to the outside level.

It may be thought by some that so large an amount of enclosed air space at the sides of a boat would seriously interfere with the free use of the oars and with stowage-room. It will be found, however, on trial, that in a double-banked boat, where the rowers sit close together in the central line of the boat, such is not the case, and the less will it be so if the upper inner angle of the side air-cases is cut off to allow the greater depression of the looms of the oars to raise the blades

above the sea. In a single-banked boat there would be more inconvenience, because the rowers have to sit nearer the boat's sides; but, for that reason, we think all Life-boats should, when practicable, be double-banked. Passengers can also be stowed more conveniently in such boats than in single-banked ones, as they can sit round the sides on the air-cases and thwarts without being in the way of the rowers.

As regards the stowage of cargo, as above stated, the two functions are incompatible with each other; but, if a ship's cutters are required to carry cargoes, other than human, when in harbour, the side air-cases, which should all be portable, can be so fitted that they can be shipped and unshipped in a few minutes, and they could, therefore, be readily taken out and stowed below on board the ship when in harbour, and be replaced in the boat on going to sea. This is the only way of effectually meeting the difficulty, for, as regards the amount of enclosed air-space, there can be no compromise, since in exact ratio to its increase is the water-space decreased, and in the same ratio will the boat be lightened and become manageable after being filled by a sea.

Another essential property in any Life-boat worthy of the name is self-relief of water to the outside level. Two holes in the boat's floor of three inches diameter, fitted with water-tight plugs, would suffice to quickly lower the water in the boat to the outside level after shipping a heavy sea or seas, when the remainder, after bringing the boat "head to sea," could be baled out by a bucket, which should be a part of the furniture of every boat.

Let the Admiralty, however, cause a ship's cutter, without any alteration in the present model (although such boats would be better sea-boats with round or pointed instead of square sterns, a couple of feet being added to their length), to be fitted with portable air-cases such as above described, and then properly tested, when the advantages we have delineated will be at once apparent.

In concluding these remarks, we cannot but express our regret that the Commissioners should have interrogated parties unconnected with this Institution as to the qualifications of its Life-boats, which led to replies more or less depreciatory of them, representing them as incapable of rowing to windward against even a moderate wind; a defect which, if it were correct, would altogether disqualify them for the work they are expressly provided to do.

It is true that their continual success over a long period of years, and their very few failures to reach wrecked vessels, even in the face of adverse gales, entirely refutes such an opinion respecting them; yet no person connected with the Institution was examined by the Commission, and no opportunity was afforded to its officers to bring forward evidence in proof of the efficiency of its boats.

ANCHOR SHOT AS AIDS TO LAUNCHING LIFE-BOATS.

In the year 1845 it was first proposed to throw an anchor or grapnel from a mortar, with a line attached to it, for the purpose of hauling boats afloat through a surf. In that year a Mr. OFFORD, of Great Yarmouth, designed a grapnel, with five or six flukes, or arms, for that purpose, and in the following year Capt. JERNINGHAM, R.N., now Admiral JERNINGHAM and then Inspecting Commander of Coastguard at Great Yarmouth, designed a folding anchor. Each of these instruments weighed about 45 lbs., and was fitted to be fired from one of Capt. MANBY'S brass 5½ in. mortars with a charge of from 8 to 12 ounces of powder, and carrying a 1½ inch Manilla line.

The anchor and grapnel were both tried at Woolwich in March, 1846, by the Royal Artillery there, when a maximum range of 170 yards was attained by each.* Capt. JERNINGHAM'S anchor had, however, on a previous occasion, under his own superintendence, ranged to 210 yards. Further

* An account of this anchor and shot, and of their trial at Woolwich, will be found in the 7th No. of this journal, for December, 1852.

trials of both were made on the coast in 1852, but it was not considered that they had, either of them, sufficient holding power, or that they carried lines of sufficient strength to be depended on for hauling a Life-boat through a high surf; and it is evident that if there should be any uncertainty as to the holding power of an anchor, at the supreme moment of launching, such an instrument would be worse than useless: it would be like the broken bow in the hand of the hunter, or as the rotten staff in that of the pilgrim, which would fail them in the hour of need.

Nevertheless, if any real want had been felt for such a contrivance, no doubt further experiments would have been made, and larger anchors from larger mortars would have been tried. Possibly if no improvements had taken place in the Life-boat carriage of that day the want would have been felt; the requirement being to launch a Life-boat at once afloat without her keel coming in contact with the ground, and with sufficient impetus to enable her to be got under command with oars or sails before being thrown back, broadside on, to the beach, which result is nearly certain to follow any attempt to launch through a high surf without extraneous aid.

At an early period, however, the attention of the Institution was turned to the improvement of its Life-boat carriages, and no pains or expense were spared to make them as efficient as possible, not only for transport but as a means of launching a Life-boat safely, quickly, and effectually. Those results were at an early period attained; and the carriage then adopted—and still in use—under proper management answers every purpose. It has only to be either drawn into the water by horses, or pushed into it by men sufficiently far to ensure the floating of the boat on leaving it, her bow being at the same time pointed at a right angle to the advancing waves, and her crew being seated in her with their oars in hand. She is then run with rapidity into the sea by means of self-detaching ropes, which are worked by people or horses on the shore, and is thus

at once got under command. At the greater number of places where Life-boats are stationed the shore is flat, and where it is so this plan is found sufficient; but where a beach is steep, and the sea very heavy, a hauling-off rope is undoubtedly often an advantage.

At most of such localities, however, a larger class of Life-boat is stationed, which boats are unprovided with carriages, and at which places permanent warps, either double or single, are provided, the former being rove through a block attached to a buoy, moored at a sufficient distance from the shore, and the latter attached to an anchor. These warps are kept out through the winter months and taken in during the summer.

Another mode of giving a boat this first necessary impetus is by means of either one or two long poles, called "sets," from 35 to 50 ft. long, with an iron fork at one end, which being placed against the stern-post of the boat, or near it, and pushed by persons on the shore, are often very effective.

By one or other of these methods the Life-boats of the NATIONAL LIFE-BOAT INSTITUTION have been safely and effectually launched during the twenty years of their existence; whilst the occasions of their failure to be so have been so rare as not to be worth consideration. The want, therefore, of any such further means as a locomotive apparatus to accompany boats conveyed by land on their transporting-carriages away from the neighbourhood of their own stations, has not been felt; and the Committee of the Institution have not thought it necessary to experimentalize with a costly apparatus attended with other serious disadvantages.

Nevertheless they and their officers have of late been called seriously to account by inexperienced persons, many of whom have probably never even seen a Life-boat launched to go to a wreck, for not adopting or making trial of a modification of the anchor and grapnel of Capt. JERNINGHAM and Mr. OFFORD, as designed, a few years since, by a Mr. J. B. ROGERS.

The leading distinction between their plan and his is, that theirs only threw a single line, by which the crew of the Life-boat had to haul themselves afloat; whereas his, as now proposed, has a block attached to the anchor, and thereby carries a small double line ready rove through the block, by which a larger line can be then rove, and the boat be hauled off by persons on the shore without the aid of the crew of the boat.

Although, however, the throwing a small double line, with the power of replacing it by a stouter one, is a great improvement on those which only carried out a single one, there would be serious inconveniences in its adoption; and the need of any such aid has not been sufficiently felt to induce the Committee of the Institution to incur them. These inconveniences may be briefly described as follows:—

1st. The apparatus, including a cart for its transport, and a small house in which to keep it, would cost at least 150*l.*, which would be a very serious expense to add to that of each Life-boat Establishment.

2nd. It would require horse-power to transport it to the neighbourhood of wrecks, whilst it is often difficult to procure enough to draw the Life-boat on its carriage.

3rd. Delay would be occasioned both by the transport of the apparatus and the time occupied in loading and firing it, whilst it is questionable if the Life-boatmen would in general have patience to await the operation.

4th. As the Life-boat men at nearly all stations are fishermen, hovellers, pilots, or the owners of pleasure-boats, who are wholly unaccustomed to the use of guns and gunpowder, and the services of Coast-guardmen are rarely available, they having their own duties to attend to on occasions of wrecks, it has been thought that during the excitement which always prevails at such periods, and more especially in the night, accidents would be very likely to occur by its use.

5th. That at most Life-boat Stations the shore being, as already stated, flat, the surf extends to several hundred yards from the shore; and all, therefore, that such an apparatus could do would be to haul a boat through the inner and lesser surf, and leave the real difficulty to be still contended with, viz., the greater surf, breaking in deeper water which will often, at one blow, hurl three or four tons of water into a Life-boat, and not only stop its progress but carry it far backwards before its irresistible front.

6th. Owing to the varying nature of the ground in different localities, and sometimes in the same locality, there would always be some uncertainty as to the anchor holding; the disadvantage of which defect we have already referred to.

But the want of such an apparatus has not been seriously felt; and surely those who are most interested in pursuing their work with success, whatever it may be, should be allowed to be the best judges of what they require!

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

BRIDLINGTON, YORKSHIRE.—The crew of the Life-boat placed here by the NATIONAL LIFE-BOAT INSTITUTION not being satisfied with their boat, and having expressed a strong desire that they might be furnished with another one, the Institution has complied with their wishes, and has placed on the station a Life-boat specially built to meet their requirements. The new boat is 34 feet long, 7½ feet wide, and

pulls 10 oars, double-banked. The expense of the same, and of the new transporting-carriage have been defrayed from the legacy bequeathed to the Society by the late JOHN ABBOTT, Esq., of Halifax, who had expressed a wish that a Life-boat, named after himself, might be placed on the Yorkshire coast. The new boat was sent to its station in August, 1871, and on the 21st of that month the boat, on its



carriage, with the crew on board, was drawn through the town, and taken to the beach, where it was, in the customary manner, named the *John Abbott* by Miss BARNES, and launched in the presence of two or three thousand spectators, many of whom had come from Halifax for the occasion. S. T. RIGGE, Esq., one of the executors to the late Mr. ABBOTT, made a suitable address to the spectators before the launch, which was carried out under the superintendence of the Inspector of Life-boats of the Institution.

PEMBREY, SOUTH WALES.—A new and larger Life-boat has been furnished by the Institution for this station in the shape of a 32-feet 10-oared boat, named the *Stanton Meyrick*, of *Pimlico*, after a gentleman who had left a legacy to the Society for the purpose of enabling it to place a new Life-boat on the Welch Coast, to be thus named. The coxswain and crew are much pleased with the new boat, which was sent to its station in October, 1871, and which since then has happily been instrumental in rendering good service in bringing the distressed schooner *Pierre Desirée*, of St. Valerie, and her crew of 4 men safely into harbour.

THURSO, N.B.—The crew of the Life-boat stationed at this place being anxious to have a larger boat, which was considered necessary for the rough waters and strong currents of the Pentland Frith, the Society has sent them a new 33-feet Life-boat, 8 feet wide, rowing 10 oars, double-

banked, and furnished with a transporting-carriage. They were sent to their destination in August, 1871, being granted a free conveyance from Granton to Scrabster on one of the vessels of the Aberdeen, Leith, and Clyde Shipping Company, the Company also kindly bringing back the old boat and carriage free to Granton. The legacy bequeathed to the Institution by the late CHARLES LLOYD, Esq., of Kennington, has been appropriated to this boat, which is named the *Charley Lloyd*, in accordance with the testator's wishes that a boat might be thus styled. On the 19th August a demonstration took place on the occasion of the arrival of the Life-boat at its station, the boat being taken in procession from Scrabster and drawn through Thurso, accompanied by two bands, and after the usual ceremonies launched from the sands. The coxswain and crew are much pleased with their new Life-boat.

NORTH BERWICK, N.B.—This Life-boat having, from decay, become unfit for further service, and the carriage also requiring to be replaced, a new Life-boat and carriage have been sent to the locality by the Institution; and a slipway having been constructed from the boat-house to the beach, the station is now in thorough working order. The new boat is 30 feet long, 7½ feet wide, and rows 10 oars, double-banked; and its expense was defrayed from a collection made among the Freemasons of England, through the

Lodge of Faith, No. 141, held in the city, Mr. S. DAVIS, of Whitechapel, being the original promoter of the collection, while Mr. A. E. HARRIS was the President of the Fund, and Mr. E. GOTTHEIL acted as Honorary Secretary. Before being forwarded to its station, the Life-boat had its harbour trial, as usual, in the Regent's Canal Dock, Limehouse, on the 12th Sept. 1871. The trial was attended by a large number of Freemasons and their friends. The Rev. D. SHABOE offered up a prayer on the occasion for the success of the Life-boat, and the boat having, in the usual manner, been named the *Freemason* by Mr. J. R. STEBBING, Deputy Provincial Grandmaster of Freemasons in Hampshire, and formerly Mayor of Southampton, it was then launched from its carriage into the dock basin, when the usual qualities of stability, self-righting, and self-ejecting of water, were fully and satisfactorily tested. The water shipped, when the boat was capsized by means of a crane, was self-ejected in about twenty seconds. The interesting trial gave much satisfaction to the numerous spectators. On the 16th September the boat was launched at its station, after having gone through the village in a procession which comprised a deputation from the St. Baldred Lodge of Freemasons, and the band and pipers of the 93rd Highlanders. In the presence of a large concourse of spectators the boat was formally handed over to the Chairman of the Local Committee, Sir HEW DALRYMPLE, Bart., by Capt. D. ROBERTSON, R.N., the Assistant Inspector of Life-boats to the Institution. The chairman, on behalf of the Committee, thanked the Institution for the gift, and also conveyed their appreciation of the generosity of the Freemasons in presenting such a magnificent boat. He asked for a cheer in honour of the new boat, which was then launched, and after being tried in the Bay, was taken round to the harbour, where it was capsized, to show its self-righting powers. Everything went off in a very satisfactory manner, all the men expressing much satisfaction with the boat.

SCARBOROUGH.—The crew of the Life-boat on this station having expressed a strong and repeated desire to be furnished with a new self-righting Life-boat, possessing more beam than the one they then had, the Institution decided to forward to

that place a new boat, 35 feet long, 9 feet wide, and pulling 10 oars double-banked, and such a Life-boat, provided with a transporting-carriage, was accordingly sent there in September last. A Harbour-trial of the boat took place at the Regent's Canal Dock, Limehouse, before it was sent to its station, Sir EDWARD PERROTT, Bart., Capt. DE ST. CROIX, and others being present on the occasion. The cost of this Life-boat and its equipment was defrayed by the Freemasons of Warwickshire, the amount having been principally collected through the exertions of a committee formed at Birmingham, of which the Right Hon. Lord LEIGH, the Provincial Grand Master, was the President, Colonel MACHEN, D.P.G.M., Chairman, J. T. COLLINS, Esq., P.G.T., Treasurer, and Capt. SALT, P.P.G.S.B., the Honorary Secretary. The boat, at the request of the donors, is named the *Lady Leigh*. A public demonstration took place at Scarborough on the 11th September, when the boat was first launched at its station. After the Life-boat had been taken through the town in a procession, which was joined by many of the Warwickshire Freemasons, who had gone specially to Scarborough for the occasion, it was taken to the Sands, when Capt. SALT briefly explained to the numerous spectators the origin and progress of the Life-boat Fund. The Masonic Brethren in Warwickshire had long been anxious to testify their esteem towards their Provincial Grand Master, the Lord LEIGH, who would shortly arrive at the twentieth year of his rule over the Province. There was some difficulty in knowing the manner this mark of respect might be expressed, because his lordship had an objection to receiving any large public memorials. They knew also that it would be more acceptable to him if with their act they associated some work of philanthropy, and it occurred to them that the presentation to the NATIONAL LIFE-BOAT INSTITUTION, through his lordship, of a boat bearing the name of his wife would probably be gratifying to him; and this mode of testimonial seemed peculiarly suitable to the Freemasons, whose duty it was to help the suffering and distressed.

The Hon. and Rev. JAMES LEIGH then made the presentation of the boat on behalf of his brother, Lord LEIGH, who was unable to attend on the occasion. He said that his lordship highly appre-

ciated the kindness of the Freemasons in thus associating him with the gift of the boat. The presentation was acknowledged by the Mayor of Scarborough, Dr. W. F. ROOKE, and by the Inspector of Life-boats, Capt. WARD, R.N., after which the boat was named in the usual way by his lordship's daughter, the Hon. AGNES LEIGH; and the Rev. H. BLANE, M.A., having offered a prayer for its success, the boat was launched, and pulled round the bay, and was twice capsized alongside a fishing-smack to show the self-righting quality, the crew each time going round in the boat, and being much pleased with its behaviour.

Capt. NEBOLSINE, of the Russian Imperial Navy, and Inspector of Life-boats on the coasts of Russia, went specially from London to see this Life-boat launch. He had also been present at its Harbour Trial in London.

A LIFE-BOAT RESCUE.*

The full strength of the Atlantic seems now devoted to the destruction of the frail craft yet rocking on the submerged reef at the mouth of the Channel. The waves rush thunderingly to the attack like squadrons of heavy cavalry. They have gained their mighty power—the grand force of the avalanche—by countless battles in the tempestuous ocean they are rolling from. Sounding their battle-neighs, the wild sea-horses rear their gaunt heads as they near the rock, and flaunting their curling white manes, leap boldly on to the *Saucy Marie*.

She staggers as though her last hour had come, lurches backward into the trough ready to engulf her, but is jerked forward again by a counter-charge of the wild-waters—jerked forward with such violence that her stern now becomes wedged in the rock, while the head droops as though ready to drop, beaten, into the depths yawning to receive the fishing-boat. A new danger now threatens them. It is a voice from the hold that sounds the warning note.

"Captain!"

"Hullo, Jacques!"

"All's lost! She leaks!"

"Never say die, man. Speak low. Don't frighten the crew. Where's the leak?"

Captain Baret lowers his own voice as, with hands to mouth, he sends the answer down to Jacques. To the men the man of action turns and shouts a laconic command—

"Pump, men! For your lives!"

"Ay, ay, Captain!"

He then bends down, with hand to ear, to listen

* We have much pleasure in making this extract from a well-written tale, entitled "Marie Bellot's Revenge," by JOHN LATEX, JUN., Esq., Author of "The Broken Ring," now being published in *The Penny Illustrated Paper*. The story is full of incidents and traits of character, and its authorworthily represents in literature a father well known for his beautiful verses which occasionally appear in the columns of the *Illustrated London News*.

for the reply of Jacques, if it is possible to hear his voice now, when to the roar of the gale is added the noise of the sailors hurrying over the streaming deck. The voice of the mate is only just audible.

"The leak's near the keelson. There's a hole two feet wide in the waist, on the port side. But the rock sticks up through the hole; so it doesn't leak much yet."

"How much water in the hold?"

"Two feet. But I think now it must have washed through from the deck, captain. The rock seems to have corked up the hole."

"Very well, Jacques. Up you come, my hearty. Mind you fasten down the batten safely after you; then lend a hand at the pump. Quick, Jacques!"

This direction energetically given by Captain Baret, he turns to Jean, for whose zealous hands there is for the moment no occupation.

"Jean, hasten down into my cabin and fetch up my gun. Our only hope now is in sounding the alarm to those ashore."

"Here's the gun, Guillaume," Jean is soon able to reply, handing him an old, weather-beaten weapon; "but there's no powder in the locker."

"No powder left?"

"No."

"There's no help for it, then. This one charge must suffice to awaken the Cornishmen."

Giving one last glance at the dark rim of shore upon which the foam-white storm-surf is madly breaking, Captain Baret levels his gun towards the frowning cliffs which bound the horizon landwards.

He fires. Alas! as the report of the firearm rises above the din of the tempest, and speeds ashore as a leaden messenger of the perilous plight in which the ship-wrecked fishermen are left, another report of dire meaning greets the ears of the captain and crew of the *Saucy Marie*. A gigantic wave rushes to the assault with such fury that the foremast is severed, and one of the crew washed overboard. The towering walls of water hide from sight for evermore both man and mast.

"Pump, pump, my men!" shouts out the captain. "Poor old Louis's gone to a better world. But we're not quite tired of this world, brave hearts, are we? There's hope of rescue yet by those gallant Cornishmen we've heard of."

The skipper himself gazes almost hopelessly through a telescope shorewards. No sign of relief! A second look through the glass reveals what calls forth an exclamation of joy from the captain.

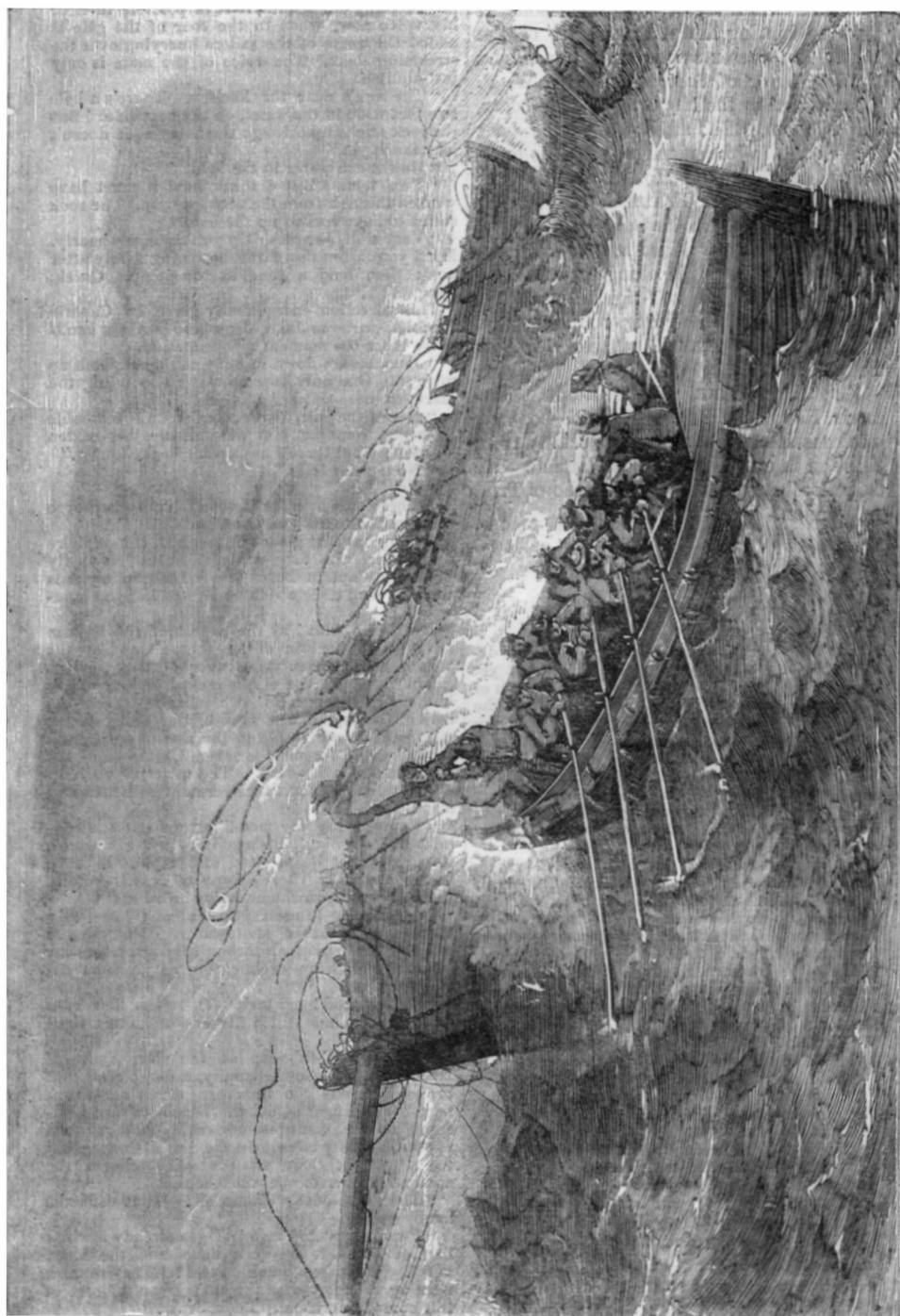
"Thank God! my men. There's a flicker—a faint flicker, but still a flicker—of lantern-light on shore!"

Not a will-o'-th'-wisp of the storm, surely! No. The glass shows, happily, a tough craft that bravely breasts the breakers, and a cluster of bare-headed figures on the beach waving God-speed to the venturesome crew. Black dots appear the lusty rowers in the dim distance; but the vigour of their stout strokes assures the anxious skipper of one welcome fact.

"The Life-boat's launched! Hurrah!" he loudly shouts.

"Pump away, my men! I see already a white line of breakers between them and the black beach. Courage, brave hearts! They're now fighting valiantly with the long green billows of this cursed hurricane. Look, Jean!"

Jean now takes the glass from the captain's hands. The telescope enables him to make out more distinctly the hardy crew who man the Life-boat. He can see, as the gallant bark rides



A LIFE-BOAT RESCUE.

at intervals on the top of a wave, that there are two men on each seat, and that every man pulls with might and main at an oar; while the lookout stands erect in the bows, and a bearded coxswain steers. There is a dire creaking on board the *Saucy Marie* at this juncture. She droops more and more forward.

"Come aft!" shouts Captain Baret. Not a moment too soon. Another heavy sea dashes over the wreck. A splash—splash into the raging waters. The mainmast splits in twain and is swept away. The keel snaps, her ribs fall asunder; and the fore part of the fishing-boat is engulfed by the insatiable waves. The stern is all that remains. The fatal blow that rent her in two left the stern-piece wedged more firmly than ever in the sunken concave rock. The long, towering Atlantic rollers mercilessly gather themselves together to renew the attack. One green, vicious wave grows in volume and in height as it draws near the wreck. It falls with savage force on the mere shred of the *Saucy Marie* that remains.

"Hold on!"

Armed by the captain's caution, Jean and Martin and the crew follow his example, and again hold on for dear lives, grasping the little that's left of the bulwarks, and clutching with their feet at every jutting projection on board. The heavy mass of seething water crashes over them once again. They are half drowned, but have held on like the grim death who assails them with such fearful strength and tenacity.

But struggling against death, on ploughs the Life-boat. Seas break over the Life-boat men in vain. Dauntlessly they row on their errand of mercy, just shaking the spray from their sou'westers like sea-dogs. Often the gallant blue-and-white craft seems to stagger and stand still, utterly unable to make further way against wind and wave. Cheered by encouraging words from the brave old blue-eyed squire steering so steadily, the intrepid crew pull themselves together for fresh toil. Pulling sturdily with those strong arms of theirs, armed with muscles of steel assuredly, the Life-boat dashes forward again to the rescue. A faint "Vivat!" is borne to the Life-boat by the gale.

"There's one poor devil still alive, lads, thank Heaven!" is the hearty response of the grey-bearded squire, who has chivalrously taken the helm, a brave Scottish gentleman, who had made the Lizard his home.

"Now then, lads, let her go!" he cheerily adds. And well the heroic oarsmen answer to the call. A few more powerful strokes, and the welcome Life-boat is riding as near as she can safely go to the wreck of the *Saucy Marie*.

"Vivent les Anglais!" cry out the grateful Frenchmen, with broken voices.

"Throw a line, captain! Then your men can come on board the boat one by one, is the ready response in French of the ruddy coxswain.

A rope is accordingly thrown, and made fast. One by one the crew leap from the wreck, and one by one each is safely hauled into the Life-boat until there remain but two on the storm-washed relic of the *Saucy Marie*. They are Captain Baret and Jean.

Seizing the line promptly, Jean plunges into the sea.

A heavy wave dashes him away from the Life-boat. The line snaps. He is struggling in the foaming waters.

The same moment a huge billow upheaves the frail piece of wreck from which Captain Baret is ready to spring, and threatens to overwhelm both wreck and Life-boat.

"Jean!"

The shout comes from a man struggling on the top of a wave. The man is Captain Guillaume Baret. The last billow of the tempest has at once hurled him into the heaving sea, and dashed to pieces on the rock the last timber of his tough fishing-boat the *Saucy Marie*.

"I'm safe, Guillaume;" is the cry that comes promptly back. "Make for the Life-boat!"

There is now, happily, a break in the dull, leaden clouds. The sun has at last effected a breach in the sullen vapours of the morning. There appears a glimmer of the silver lining. From the rift shoots down a ray of light straight on to the black point of rock which the subsiding waves are baring. The faint stream of sunlight also glints upon the two strong swimmers buffeting their way to the Life-boat. The buoyant craft has stoutly ridden over the last thundering Atlantic roller. Assured of the safety of his crew, the gallant grey-bearded Scot at the helm manoeuvres to rescue the two shipwrecked men yet afloat.

"Back water, lads!"

Simultaneous with this command, the quick-eyed coxswain pushes the helm hard a-starboard, so as to swerve the stern nearer to Jean and the bow nearer to Captain Baret. Bold, skilful swimmers both, they gain the Life-boat after a few more tough breast-strokes. Safe on board, a torrent of earnest thanks, expressed with true French gesticulation by Captain Baret, sufficiently proves the gratitude of the Brunville fishing-skipper for the invaluable service of the Life-boat crew. The mute eloquence of the softening glances of his men shows how truly the captain interprets their feelings as well as his own.

"Ah! Sir; you and your brave men are able to feel for me in my loss," adds Captain Baret, plaintively, to the hardy old Scot steering. "There floats by the last plank I shall ever see of the dear old *Saucy Marie*. Two-and-twenty years have we spent together, Sir. She has been to me bride and bread-winner all in one. She has softly rocked me to sleep at sea, and she was the cradle of Jean there, for he sailed a voyage with me when quite a baby. She would have bravely weathered this storm, too, if——"

The sentence is left unfinished as he intended to finish it. With a rare tender-heartedness, Captain Baret stops his tongue just as it is about to blame Jacques, the mate, for his negligence in letting the *Saucy Marie* run upon the rock. He deems the perils Jacques has undergone, and the loss of his berth, sufficient punishment for his drowsiness in the hour of duty.

"She would have bravely weathered this storm, too, I say, if I had not thoughtlessly left that poor lad, Martin, at the helm. Put a jacket over him, Jean. Keep the youngster warm. Ah, my men! we shall have a sad tale to tell poor Louis's widow when we get back to Brunville."

"We must get back to Pen Point first," is the answer of the blunt old coxswain, as he turns the head of the Life-boat straight for the shore, with a—

"Now, give way, lads! Let her go!"

Less dark grows the sky. A light wind follows at the rear of the hurricane, and rolls swiftly away the smoke-coloured clouds. The sun shines high in a bright azure expanse of the heavens.

"Pull with a will, men!" cheerily urges the bluff steersman. "The morning's wearing away, and our wives will be waiting dinner for us."

With a will the lusty Life-boat crew accordingly pull. The sturdy bark ploughs through the calming waters. There is now but a long, undulating swell of green sea to skim through. The rest of the voyage home is easy enough. Hearts are, nevertheless, beating fast in suspense ashore.

How are the poor women to know that one or other of their bread-winners has not been swept out of the Life-boat and lost? It was a fearful, arduous task to launch the Life-boat through the dread storm surf. Fairly on her way, there was yet so wild a sea and turbulent a wind to contend against that many hearts were full of fear lest the Life-boat should be capsized. Seas were seen to break over her. Might not each terrible sweep of water cause a vacant place in a cottage-hearth?

What relief, then, for aching hearts when the Life-boat is grounded on the beach, and wives and sisters and sweethearts rush down to meet her; and, while cheering fishermen haul the pride

of Pen Point high and dry, the women satisfy their hungry eyes that not a man who put his life at the mercy of the waves is missing!

The welcome of the Life-boat crew and the sympathetic greeting of the shipwrecked Frenchmen over, the storm-tossed fishermen are led home by the open-hearted squire who steered the Life-boat to the rescue. They have fresh burdens of kindness showered upon them by the hospitality of the gallant old Scot in his villa on the cliff, where the rescued and the rescuers joined in expressing their feeling of gratitude for their preservation, and asked God to continue to bless the Life-boat Institution.

THE WRECK REGISTER AND CHART FOR 1871.

THE *Wreck Register* for 1871 was issued by the Board of Trade on Oct. 14, and is, as usual, a very complete and exhaustive document. It is supplemented, in the usual way, by most interesting charts, which have greatly helped us to analyze the series of Tables given in the *Register*. It states that the number of wrecks, casualties, and collisions from all causes, on and near the coasts of the United Kingdom and in the surrounding seas, reported last year, is 1,575, being 73 more than the number reported in 1870, and, with the exception of 1870, less than the number reported in any year since 1864.

The annual average number of wrecks on the coasts of the United Kingdom reported since 1852, divided into four periods of five years, is as follows:—1852, 1,115; 1853, 832; 1854, 987; 1855, 1,141; 1856, 1,153. Total for the five years, 5,228, or an annual average of 1,045 wrecks. 1857, 1,143; 1858, 1,170; 1859,

1,416; 1860, 1,379; 1861, 1,494. Total for the five years 6,602, or an annual average of 1,320 wrecks. 1862, 1,488; 1863, 1,664; 1864, 1,390; 1865, 1,656; 1866, 1,860. Total for the five years, 8,058, or an annual average of 1,611 wrecks. 1867, 2,090; 1868, 1,747; 1869, 2,114; 1870, 1,502; 1871, 1,575. Total for the five years, 9,028, or an annual average of 1,805 wrecks.

It will thus be seen that the whole number of wrecks, strandings, casualties, and collisions reported during 1871 is 230 below the average of the last five years.

The following Table shows the number of casualties on and near the coasts of the United Kingdom which were attended with loss of life, and the number of lives lost in each year since 1861, distinguishing British and foreign vessels. Of the wrecks in 1871, about one out of twelve was attended with loss of life:—

	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.
British vessels . . .	170	130	129	96	147	172	245	177	183	101	116
Lives lost . . .	705	617	533	475	597	792	1,106	720	800	676	530
Foreign vessels . . .	30	16	22	12	17	27	34	19	28	23	19
Lives lost . . .	179	73	87	41	101	104	227	104	133	98	96
Total vessels . . .	200	146	151	108	164	199	279	196	211	124	135
Lives lost . . .	884	690	620	516	698	896	1,333	824	933	774	626

As observed on previous occasions, the number of wrecks, casualties, and collisions reported may probably increase from year to year, arising from the increase in the number of ships frequenting our coasts and narrow seas adjoining, whilst the par-

ticular number for any one year may be increased or diminished, according to the prevalence or absence of gales of remarkable violence and duration.

Illustrative of our remarks, we may refer again to the following unusual gales

on our coasts, which have occurred during the past twelve years. Thus in October, 1859, the *Royal Charter* gale took place, accompanied by the loss of 343 ships. In January, February, and November, 1861, there were N.E. and S.E. gales, which added 460 to the number of wrecks, &c. In January, October, and December, 1862, there were westerly gales, with upwards of 540 wrecks, &c.; and in January, March, September, October, November, and December, 1863, there were westerly gales, with 930 wrecks, &c. In November, 1864, there were 264 wrecks, &c., with the wind chiefly in the S.S.E. and S.W.; but owing to the absence of any special gales of remarkable duration and violence in 1864, the total number in that year was 274 below the number in 1863. In 1865 the gales of January, February, and March, and October, November, and December, gave 766 wrecks, &c. In 1866 the gales of January, February, and March, and October, November, and December, gave 793. Of this number 279 occurred in January. The most serious disasters occurred on the 11th of January. Of the shipping in Tor Bay on that day 61 vessels were either totally lost or seriously damaged, and 35 lives were lost from these 61 vessels. There were also numerous minor casualties. The fearful shipping disasters in Tor Bay and other ports in 1866 will ever make it memorable. From that day, however, to this, hardly a serious casualty has occurred in that beautiful bay.

In 1867 the heavy gales experienced in the months of January, March, April, October, November, and December, added 980 wrecks and casualties to the list, and the whole of the wrecks, &c., reported in those months exceeded by about 400 the number reported during the same months of the previous year. 902, or about three-sevenths, of the wrecks, &c., of 1867 occurred in January and December, and 251 occurred in March. With the exception of the month of December, 1863, when 466 wrecks and casualties took place, the numbers for each of the three

months stated above are higher than for the corresponding months of any previous year. The most serious gale of the year 1867 was that which commenced on the 1st December, and continued until the 3rd; during the continuance of this gale 319 lives were lost, and 326 vessels lost or damaged. Of this number 146 vessels are reported to have been lost or damaged on the 2nd December. From the direction of the wind, which blew principally from the N. and N.N.E., this gale proved most disastrous to vessels on the east coast, and to fishing smacks on the Dogger Bank and other fishing grounds in the North Sea.

On the 22nd and 23rd August, 1868, the number of wrecks and casualties reported was more than double the number recorded during the same month of any previous year.

In the year 1869 a gale from N.N.E. and N.E., which caused great destruction to shipping, occurred on the 15th and 16th June. The most serious gale of the year 1869 occurred on the 19th October, when the direction of the wind was from N. to N.E.

We gather that few gales of remarkable force and duration occurred during the year 1870, and to this may perhaps be attributable the reduction in the number of wrecks and casualties. The most serious gale of the year commenced on the 12th of October, and during that and the following day ninety-nine wrecks and casualties took place. The direction of the wind during the two days was from S.E. westerly to N.W. Jan. 8th, from S.W. and W., on all the coasts of England; Feb. 6th-8th, from S.E. and S., in Scotland and the north and east of England; Feb. 13th and 14th, from E., in the Channel and on the east coast of England; March 4th, from N.E., in the east of England. During April no serious gale occurred. May 11th and 12th, a heavy S.W. gale was felt on all coasts except in the Channel. During June and July no serious gale occurred. Aug. 28th, a N. gale was felt on the east coast; Sept. 9th, a very heavy S. gale was felt in

WRECK CHART OF THE BRITISH ISLES

FOR
1871.
Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.

- SIGNIFIES A CASUALTY.
- ✠ REPRESENTS A LIFE BOAT.

Scale of Nautic Miles
10 0 50 100



the west of Scotland, the north of Ireland, and the Irish Sea; Oct. 8th, there was a S.E. gale; Oct. 12th-25th, a succession of very destructive gales was felt on almost all coasts, the directions drawing from S.E. through W. to N.W. No heavy gale occurred in November. Dec. 20th, a S.E. gale was felt on the east coasts of Scotland and England. The two latter months are this year remarkable for the almost entire absence of serious gales. During these two months only sixteen wrecks and casualties are reported to have occurred on or near the coasts of the United Kingdom, with the wind at force 9 and upwards.

The gales to which the *Wreck Register* particularly refers, and which caused the greatest destruction to shipping on our coasts during the year 1871, were chiefly from the following directions:—Jan. 13th-16th, from S.E. to S.W., most severe in the south of Ireland; Feb. 10th, 11th, from E. to S. in the north, and from S. to N.N.W. on the south and west coasts. The most destructive gale of the year occurred on the 10th February. The gales in March were on the 7th, 9th, and 12th; their direction was generally between S. and W. During the months of April, May, June, and July, the wind is seldom reported as having reached the force of a gale. Aug. 24th, from S.W. to W. on all but our S.E. coasts. Sept. 27th-28th, from the S. in the Channel and S.E. to N.E. in the Irish Sea and N.E. of England; Sept. 30, from N. on the E. coast of England; Oct. 28th-29th, from S.E. to S. on our S.W. coasts; Nov. 20th, from S. on our W. and N. coasts; Nov. 30th-Dec. 1st, from N.E. on the E. and S.E. coasts of England; Dec. 18th, from S. to S.W. on the W., N., and N.E. coasts; Dec. 20th, S.W. to N.W. on our S.W. coasts and the English Channel.

The number of ships lost or damaged in the 1,575 wrecks, casualties, and collisions, reported as having occurred on and near the coasts of the United Kingdom in 1871 was 1,927, representing a registered tonnage of upwards of 458,000 tons, and

with crews to the number of 18,390 men and boys. The number of ships in 1871 is greater than the number in 1870 by 62. The number of ships reported is, as has been formerly stated, in excess of the number of casualties reported; because in cases of collision two or more ships are involved in one casualty. Of the 1,927 ships, 1,668 are known to have been ships belonging to Great Britain and its dependencies, with British certificates of registry, and 230 are known to have been ships belonging to foreign countries and states. Of the remaining 29 ships the country and employment are unknown. Of the British registered ships, 1,173 were employed in the British coasting trade, and 495 were employed in the (over sea) foreign and home trade. Of the ships belonging to foreign countries and states, two employed in the British coasting trade met with casualties.

Of the total number of wrecks, &c. (1,575), reported as having occurred on and near the coasts of the United Kingdom in 1871, 351 were collisions, and 1,224 were wrecks and casualties other than collisions. Of these 1,224 wrecks, strandings, and casualties other than collisions, 398 were wrecks, &c., resulting in total loss, and 826 were casualties causing partial damage more or less serious. The whole number of wrecks and casualties, other than collisions, on and near our coasts reported in 1870 was 1,141, or 83 less than the number of wrecks, strandings, and casualties, other than collisions, in 1871.

The annual average in the United Kingdom for sixteen years, including 1871, is for wrecks other than collisions, resulting in total losses, 474; and for casualties resulting in partial damage, 726. As against this the numbers for the one year 1871 are, for total losses, 398, and for partial damage, 826.

Of the 398 total losses from causes other than collisions, on and near the coasts of the United Kingdom in 1871, we find that 137 happened when the wind was, as appeared from the Wreck Reports, at force 9 or upwards (a strong gale), and are

classed in the several returns as having been caused by stress of weather:—44 arose from defects in the ship or in her equipments (and of these 44 no less than 25 appear to have foundered from unseaworthiness); 99 appear from the Reports made by the officers on the coasts to have been caused by inattention, carelessness, or neglect, and the remainder appear to have arisen from various other causes.

Of the 826 casualties, *i.e.* cases of partial damage, from causes other than collisions, on and near the coasts of the United Kingdom, it appears that 372 happened when the wind was, as reported, at force 9 or upwards (a strong gale), and are included as having been caused by stress of weather; 163 arose from carelessness; 125 from defects in the ship or her equipments; and the remainder appear to have arisen from various other causes.

It is truly lamentable to observe that the total number of ships, which, according to the facts reported, appear to have foundered or to have been otherwise totally lost on and near the coasts of the United Kingdom from unseaworthiness, unsound gear, &c., in the last ten years, is 524; and the number of casualties arising from the same causes, during the same period, and resulting in partial damage, is 655.

In 1871 there were on and near the coasts of the United Kingdom 120 wrecks and casualties to smacks and other fishing-vessels. Excluding these 120 fishing-vessels, it will be seen that the number of vessels employed in the regular carrying trade that have suffered from wreck or casualty here during the year is 1,807. If this number is again subdivided, it will be found that nearly half of it is represented by the collier class, which suffers most severely. Despite all that has been said and written on the subject, there can be no doubt that hundreds, or rather thousands, of these craft are despatched to crawl from harbour into the channel, badly found, rotten from age, gaping in the seams, overladen, with no sailing or steering qualities, and wholly at the mercy of a moderate gale. With a dead-weight cargo,

they are easily swamped, and are so utterly crippled when anything goes by the board that, half water-logged before they put out, they either sink like stones in a storm, or break into pieces on a sand bank, before the waves have washed over them for half an hour, or the crew have been saved by a Life-boat. No less than 506 coal-laden vessels were wrecked in 1871; and we can only estimate the full bearing of these figures by comparing them with the losses sustained in other trades.

During the past ten years ending in 1871, disasters on and near the coasts of the United Kingdom, to comparatively new ships, bear a very high proportion to the whole number; and during the year 1871, 155 wrecks and casualties happened to nearly new ships, and 302 to ships from three to seven years of age. Then there are wrecks and casualties to 361 ships from seven to fourteen years old, and to 554 from fifteen to thirty years old. Then follow 265 old ships from thirty to fifty years old. Having passed the service of half a century, we come to the very old ships, *viz.*, 44 between fifty and sixty years old, 19 from sixty to seventy, 6 from seventy to eighty, 8 from eighty to ninety, and 3 upwards of a hundred. The ages of 210 are unknown.

Surely there ought to be an age at which a ship ought to be said to have done her work. The most careful caulking and overhauling, nursing and doctoring, is of no avail when every plank is diseased, and when the whole framework of a vessel is shaken and loosened.

It is stated that of the 1,927 vessels lost or damaged on and near the coasts of the United Kingdom in 1871, 84 were rigged as ships, 223 were steamships, 493 schooners, 282 brigs, 232 barques, 219 brigantines, and 103 smacks; the remainder were small vessels rigged in various ways. Of the 1,927 vessels referred to, 806 did not exceed 100 tons burden, 687 were from 100 to 300 tons, 279 were from 300 to 600 tons, and 155 only were above 600 tons burden.

In regard to those parts of the coasts

On which the wrecks and casualties on and near the coasts of the United Kingdom happened, it will be seen that, as usual, the greatest number occurred on the East Coast. Thus:—East Coast, 793; South Coast, 201; West Coast, 397; North and West Coasts of Scotland, 32; Irish Coast, 125; Isle of Man, 12; Lundy Island, 5; and Scilly Isles, 10.

During the past ten years it is clearly shown that westerly winds have been far more destructive than easterly winds, the most destructive being from south-west. It should, however, be remembered that westerly winds are far more common than easterly winds.

It appears that in 1871, 856 wrecks happened on our shores when the wind was at force 6 or under, that is to say, when the force of the wind did not exceed a strong breeze, in which the ship could carry single reefs and top-gallant sails; that 149 happened with the wind at forces 7 and 8, or a moderate to a fresh gale, when a ship, if properly found, manned, and navigated, can keep the sea with safety; and that 528 happened with the wind at force 9 and upwards; that is to say, from a strong gale to a hurricane. In other words, 856 happened when the wind was such that a ship could carry her top-gallant sails; 149 when a ship ought to be well able to hold her course; and 528 with the wind at and above a strong gale.

In the Appendix to Part I. of the *Register* is given a new Table, detailing the wrecks and casualties, numbering altogether 243, which happened in 1871 to sea-going vessels in rivers and harbours of the United Kingdom, including all casualties which happened above the mouths of the rivers. Of these 25 were total losses, and there were 147 collisions, 4 founderings, 54 strandings, and 38 miscellaneous cases. The greatest number happened in the River Mersey, above New Brighton, where there were 53 collisions, 14 strandings, and 3 casualties from other causes, six lives being lost from all the accidents. In the Thames above Gravesend, there were 25 collisions, 2 vessels

stranded, and 9 other casualties, without any loss of life. In the River Tyne, there were 18 collisions and 4 other casualties, with a loss altogether of 8 lives. The only other cases where loss of life happened in our rivers and harbours to sea-going vessels were in the Clyde, where 11 casualties occurred, and 1 life was lost; and in Llanelly Harbour, where 3 partial wrecks took place, resulting in the loss of 1 life—the total number of lives lost in these cases thus amounted to 16.

As regards collisions off the coasts during the year 1871, 24 of the 351 collisions off the coasts of the United Kingdom were between two steamships, both under weigh, and 33 of the 147 in harbours and rivers were also between two steamships, both under weigh.

The accompanying Wreck Chart shows clearly the site of each of the 1575 wrecks in 1871. It must be a matter of singular interest to trace on this document the work of destruction, which in money value covers at least two millions sterling.

In regard to the lives lost to which we must now briefly refer, they are far beyond price. They numbered 626 last year from the casualties alone on our own coasts. This is 148 less than the number lost in 1870, and less than the number lost in any year since 1864. The lives lost in 1871 were lost in 135 ships; 97 of them were laden vessels, 34 were vessels in ballast, and in four cases it is not known whether the vessels were laden or light. 106 of these ships were entirely lost, and 29 sustained partial damage. Of the 626 lives lost, 96 were lost in vessels that foundered, 131 through vessels in collision, and 319 in vessels stranded or cast ashore. The remaining number of lives lost (80) were lost from various causes, such as by being washed overboard in heavy seas, by explosions, &c.

This leads us to the bright spot on the *Wreck Register*—the services of the Life-boats of the NATIONAL LIFE-BOAT INSTITUTION and the life-preserving apparatus of the Board of Trade. To these, and other services in saving life, we are indebted

for the rescue of 4,336 lives during the past year; and no one can doubt that the larger share of peril and exposure fairly belongs to the crews of the Life-boats, the boats being mostly called on to render their invaluable aid when all other kinds of succour would usually be hopeless.

It is certainly an exciting sight to watch, through gloom or through spray, the slow but steady progress of the Life-raft, the dogged and resolute pull of the rowers, the maddening resistance of the waves, which it needs but small imagination to endow with an indignation that such a group, in such a cockle-shell, should presume to challenge the force of ocean. But the Life-boat holds on, and is descried from the vessel, and there is another voice in the shouts that welcome and encourage her, and they are echoed by the eager gazers on shore. There is the long period of uncertainty; it seems ten times its real length, and men mutter their doubts whether she will ever reach the ship, but English pluck and strong will, as in a thousand other instances, prevail, and the crew is saved, and the sea baffled of its prey. No one who has ever felt his heart beat fiercely as he has watched this fight between man and the element, and has seen the victory given to the former, but must feel that such a battle must be fought scores of times by the champions of humanity this coming winter.

Our coast boatmen and fishermen are deserving of all praise, for they are ever ready to assist, not only in the Life-

boats, but in their own open boats, in this good work of saving life when imperilled in cases of shipwreck.

For the purpose of saving life from shipwreck, there were at the end of 1871 on the coasts of the United Kingdom 281 sets of rocket and mortar apparatus, wholly provided and paid for by the Board of Trade out of the Mercantile Marine Fund; and there were at the same time 264 Life-boats. Of these Life-boats, 233 belonged to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and 31 to harbour authorities, beachmen, &c.

Nine Volunteer Life Brigades and 129 Volunteer Life Companies have been formed for the purpose of enabling persons residing on the coasts of the United Kingdom to acquire a knowledge of the rocket apparatus, and of the method of using it in cases of shipwreck, independently of, or in co-operation with, the Coastguard and the Receivers of Wreck; and their testimony in favour of the utility of the rocket is as general as that expressed in regard to the admirable Life-boats of the National Institution.

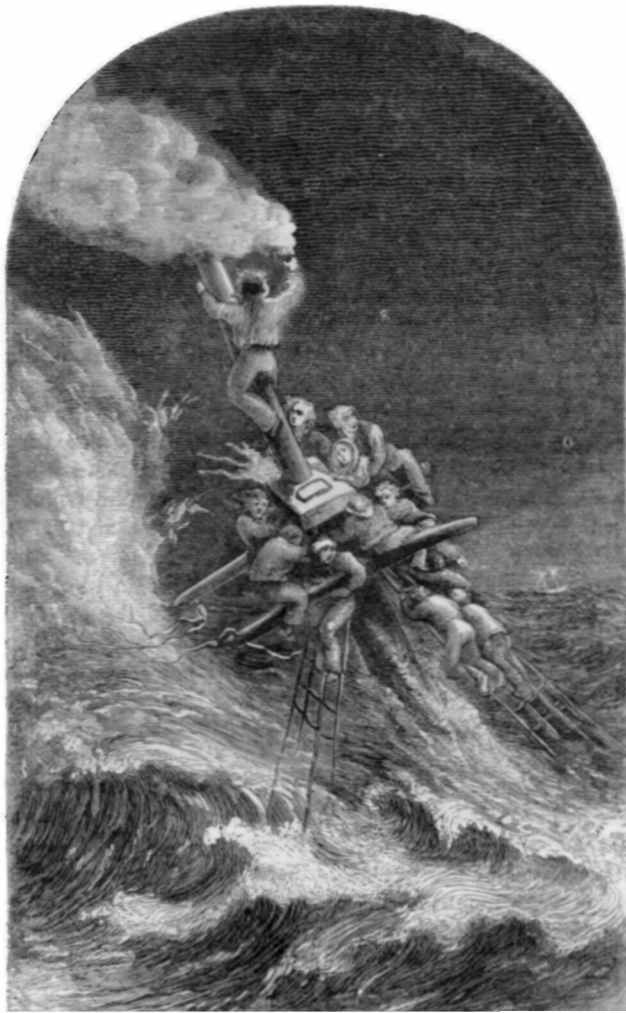
The work [of mercy carried on by the Society is extending every year. Wherever a point upon our coast can be found at which a Life-boat can be stationed, there are stout hearts and firm-set frames to fill it. Since the first establishment of the Life-boat Institution, it has contributed, by its Life-boats and other means, to the saving of over 21,000 lives from shipwrecks on our shores.

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

DONNA NOOK, LINCOLNSHIRE.—A fearful gale was experienced on this coast on the 30th September, 1871. In the midst of the storm an Italian barque, the *Three Sisters*, became a complete wreck, attended with an agonizing and considerable loss of life. After a most noble and

determined struggle, the Donna Nook Life-boat, *North Briton*, rescued from an inevitable death the captain, mate, and 4 of the crew, but, unhappily, the pilot and 8 of the crew perished. The conduct of the Life-boat crew was very gallant, and the boat herself behaved most admirably in the midst of the immense surf. The men saved were almost past recovery, some of their companions having

* We are indebted to R. M. BALLANTYNE, Esq., Author of *The Life-boat, a Tale of our Coast Heroes*, for the loan of the block of the annexed illustration.



actually perished in the rigging before succour could reach them.

DUNDALK, IRELAND.—On the 24th Aug. the brigantine *Zoe*, of this place, was observed to be lying at anchor off Cooley Point, about nine miles from the Life-boat station, in an apparently disabled state, she having lost both her masts. It was blowing a gale from the W.S.W. at the time. The *Stockport Sunday Schools* Life-boat went out to the distressed vessel, to the great relief of all on board, as had the wind changed one point to the southward, their lives would have been in considerable

danger, all their boats having been washed away. At the urgent request of the crew, she remained alongside until the next morning, when a steamer arrived and took the *Zoe* into a safe position.

ARBRATH, N.B.—The schooner *Ann*, of Inverness, was approaching the Harbour of Arbroath, on the evening of the 24th August, it then being an hour past high-water, and the wind blowing a strong gale from the S.W., when she struck on the rocks, about 400 yards from the Pier-head; she remained fast there, and a very heavy cross-sea beat heavily over her.

The *Dundee People's Journal* Life-boat was at once got afloat, bravely taken through the high seas, and succeeded, before the vessel sank, in rescuing the crew of 5 men, and the pilot, who belonged to the port.

SOUTHPORT, LANCASHIRE.—On the 26th August, during a strong westerly gale, information was received at this Life-boat station that a large vessel was ashore about four miles distant. The Life-boat *Jessie Knowles* was taken along the shore on her carriage until she was abreast of the stranded ship, when she was launched and proceeded to the wreck through very heavy seas, which repeatedly broke over the boat, and which on one occasion threw her on her beam-ends, and broke six oars. Fortunately, however, she was instrumental in saving the whole of the 17 men on board the vessel, which proved to be the barque *Times*, of Liverpool. The coxswain and crew of the Life-boat were reported as deserving of great credit for their perseverance and gallantry in this meritorious service.

Again, on the 14th December, the barque *Marseille* stranded on Ted's Bank, during very thick and foggy weather, and in a heavy sea. The Life-boat proceeded out, but by the time she reached the vessel it was found she had floated with the flood-tide, and was then at anchor. The Life-boat remained alongside until the barque was under weigh, clear of the bank, and out of danger.

FRASERBURGH, N.B.—After a severe storm which was experienced here on the 24th August had somewhat abated, about 200 of the fishing-boats put to sea, but at nightfall a gale of much violence came on from the N.N.W., and those of the crews who had not cast their nets, at once made for the harbour, which they with great difficulty succeeded in reaching; others, however, trusting to an abatement of the storm, kept hanging on their nets until about two o'clock in the morning, when the severity of the wind so much increased as to necessitate their cutting the nets adrift and seeking the harbour for safety. Many others had no alternative but to bring up in the bay; and about six o'clock the Life-boat *Havelock* was launched, and proceeded to two of the boats which had drifted too near the shore, and had hoisted signals of distress.

The crews of both the boats, consisting of 11 men, were happily rescued by the Life-boat, and brought safely to the harbour.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

THURSDAY, 2nd May, 1872. HIS GRACE THE DUKE OF NORTHUMBERLAND, P.C., President of the Institution, in the Chair.

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

Read letter from Col. the Hon. W. J. Colville, of the 13th April, forwarding a cheque for 15*l.* from His ROYAL HIGHNESS THE DUKE OF EDINBURGH, in aid of the funds of the Institution.—*To be thanked.*

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

Decided that the best thanks of the Society be given to Admiral J. B. B. MCHARDY, for his past valuable services as a Member of the Sub-Committees.

Read and approved the Report of Capt. J. R. WARD, R.N., the Inspector of Life-boats, on his recent visits to Southport, Newquay, Aberystwith, Aberdovey, Holyhead, Rhoscelyn, and Cemlyn.

Also the Report of Capt. D. ROBERTSON, R.N., the Assistant-Inspector of Life-boats, on his recent visits to the Shoreham, Brighton, Newhaven, Eastbourne, Skegness, Chapel, Sutton, and Theddlethorpe Life-boat Stations.

Reported the receipt of the following Special Contributions since the last Meeting:—

	£.	s.	d.
PETER REID, Esq. (in addition to previous gift of two Life-boats)	150	0	0
W. M. COULTHURST, Esq.	105	0	0
Miss J. E. HERRING, "in memory of departed friends."—To be added to the amount of Miss ELIZA NEALE'S Legacy, for the purchase of a Life-boat, to be named the <i>Pendock Neale</i> , and placed on the Cornish Coast	100	0	0
Collected on board the Cape Royal Mail Steamer <i>Roman</i> , per Lieut. G. R. VYVYAN, R.N.R., additional	32	10	0
F. H. MITCHELL, Esq.	21	0	0
— <i>To be severally thanked.</i>			

Produced an extract from the Will of the late WILLIAM STANTON, Esq., of Bramley Wharf, Surrey, in which he bequeathed a legacy of 500*l.* to the Institution.

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

The boat had been conveyed by London and North Western Railway to Holyhead, and had then been taken on to Rhoscelyn by its crew.

Read letters from Mr. J. L. GEBHART, of Metropolis, Illinois, U.S., Mr. J. J. ALLINGHAM, of Liverpool, and the Rev. JAMES SCRATTON, of Deal, calling attention to their respective plans for saving life from Shipwreck.—*To be acknowledged.*

Reported that various papers relating to the work of the Institution had been supplied, through the Spanish Minister, to Capt. FERDINAND GUERRA, R.N., of Cadiz, for the guidance of a Committee which had been formed for the purpose of founding a Society on the plan of this Institution, at that Port.

The Committee expressed their deep regret at the death of the Rev. JAMES WILLIAMS, of Llanfairynghorwy, Anglesey, who had been associated with the Life-boat work in Anglesey for nearly half a century.

Also at the decease of Mr. SAMUEL CASWELL, the zealous and talented Hon. Secretary of the Fleetwood Branch of the Society.

Decided that the thanks of the Institution be presented to the Rev. A. WALLER, of Hunstanton, for his kind co-operation while occupying the office of Honorary Secretary of that Branch.

Ordered that different works be carried out at the Dover and Solva Life-boat Stations, at an expense of 30*l.* 10*s.*

Paid 1,905*l.* 5*s.* 7*d.* for sundry charges on various Life-boat Establishments.

Voted the Silver Medal of the Institution, and its thanks inscribed on vellum, to Mr. WILLIAM CORKHILL, the coxswain, and to Mr. SAMUEL BATE, the second coxswain, and 16*l.* 13*s.* to the crew, of the Padstow Life-boat, for their gallant services on the 2nd April, when the boat was the means, after an arduous struggle, of saving 7 persons from the barque *Viking*, of Sunderland, which was wrecked in Harlyn Bay.

Also 15*l.* 2*s.* 6*d.* to pay the expenses of the New Brighton tubular Life-boat, in putting off during thick weather, and bringing ashore from a pilot boat 3 men belonging to the brigantine *Thomas*, of Dumfries, who had taken to their boat on the vessel striking on the Little Burbo Sandbank, on the 22nd April.

Also 56*l.* 6*s.* 6*d.* to pay the expenses of the Life-boats stationed at Castletown, Broughty Ferry, Blackpool, Rhyl, Aberystwith, and Holyhead, 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.

Also the thanks of the Institution inscribed on vellum and 5*l.* to Mr. JAMES JAMIESON, owner of the smack *Lily*, of Lerwick, together with 10*l.* to the crew of that vessel, in testimony of their praiseworthy services on the 16th March, in saving 3 men belonging to the schooner *Isabella*, of Dundee, which had been abandoned off the Scotch coast. The crew had taken to their own boat, and when rescued, after much difficulty, by the fishermen, were in a most exhausted state. Their preservers at once attended to their wants in the most kind manner, and returned with them from their fishery to the shore.

Also 10*l.* in aid of the local subscription for the relief of the families of the late Mr. WILLIAM MUNDY, coxswain of the Mullion Life-boat, his 2 sons, and another man, who were unfortunately drowned by the swamping of their own fishing-boat off Porthleven, on the 19th April.

Also 1*l.* to a Clovelly fisherman for putting off in a shore-boat, and saving a man who had been capsized from another boat, while he was attempting to carry a line to a ship entering Clovelly Harbour, on the 2nd April.

THURSDAY, 6th June. 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 Rhosneigr, Cemaes, Bull Bay, Moelfre, Penmon, Llandudno, Rhyl, Llandulas, Portmadoc, Porthdinllaen, Abersoch, Barmouth, Duffryn, and Whitehaven.

Also the Report of the Assistant-Inspector of

Life-boats, on his recent visits to Donna Nook, Cleethorpes, Hunstanton, Wells, Blakeney, Sheringham, Cromer, Mundesley, Bacton, Hasborough, Palling, Winterton, Yarmouth, Caister, Gorleston, Lowestoft, Corton, Pakefield, Kessingland, Norwich, Southwold, Aldborough, and Thorpe.

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

	£	s.	d.
A Friend, per G. H. ASTON, Esq., further on behalf of the Walmer Life-boat Establishment	300	0	0
"M. A. L."	200	0	0
Collected by Miss A. M. LOVELL, of Clifton	102	13	0
Proceeds of an Entertainment by the Rochdale Amateur Dramatic Society, per R. T. HEAPE, Esq.	25	7	3
THOMAS BRADBERRY, Esq., additional THOMAS FAIRHURST, Esq., and GEORGE OLIVER, Esq., of Foo-Chow-Fow	8	10	10
Collected after a Sermon at Ludford Church, near Ludlow, on Sunday 26th May, per Rev. CHARLES KENT, B.C.L., additional	4	15	0
Irish National Life-boat Bazaar Fund, being amount realized by the Countess of HOWTH, on the sale of a Picture, given by W. J. TOMKINS, Esq., of Cork	20	0	0

—To be severally thanked.

Reported that various papers relating to the work of the Institution had been supplied to the Treasury Department at Washington, and that the United States Congress had appropriated the sum of 200,000 dollars to promote the efficiency of the life-saving service on the coasts of New Jersey and Long Island.—*Approved.*

Also that A. N. ARMANI, Esq., of the Poultry, had been furnished with different papers relating to the work of the Society, for the information of the Municipality of Venice.

Decided to transfer the Cemlyn Life-boat Establishment to Cemaes, Anglesey, there now being a great difficulty in obtaining a crew, and wrecks being of rare occurrence at the former place, while a good crew could always be depended on at Cemaes.

Also that the thanks of the Institution be presented to Capt. W. A. CAMBER, R.N., in acknowledgment of his long and valuable co-operation during the period he occupied the office of Honorary Secretary of the Sunderland and Whitburn Branch of the Society. [The gallant Captain has since, unfortunately, died.]

Ordered that various works be carried out at the Arklow, Rhosneigr, Kessingland, Cemaes, and Winterton Life-boat Stations, at an expense of 735*l.*

Paid 857*l.* 12*s.* 6*d.* for sundry charges on various Life-boat Establishments.

Voted 22*l.* 2*s.* to pay the expenses of the Brighstone Grange Life-boat, in putting off, during a fresh gale from the S.W. and a heavy ground swell, and rescuing the crew of 8 men from the brig *L'Etoile*, of St. Malo, which was wrecked near Sudmore, on the 4th May.

Also 10*l.* 19*s.* to pay the expenses of the Wexford No. 2 Life-boat, in going out, while it was blowing a strong gale from the N.N.E., and saving 2 men from the yacht *Little Dorrit*, of Weymouth, which struck on the Dogger Bank on the 13th May.

Reported that the Swansea Life-boat had proceeded to the assistance of the ketch *Jupiter*, of Hamburg, which had gone ashore near the harbour during a strong gale from the W., on the 4th

May. Some of the crew of the Life-boat were put on board, and with the aid of a steamer the vessel and her crew of 4 men were taken into port.

Voted 77l. 19s. 6d. to pay the expenses of the Life-boats stationed at Brooke, Maryport, Wexford, Carnsore, Hastings, Montrose, Kingstown, and Wicklow, in putting off, in reply to signals of distress from various vessels, which, fortunately, did not ultimately require the aid of the Life-boats.

Also 10l. towards the local subscription being raised for the benefit of EDWARD WRIGHT, a fisherman, who was injured while helping to launch the Southwold Life-boat, on the 5th Nov., 1871.

Also 3l. to JOSEPH AGNEW and WILLIAM WETHER, for saving, by means of lines, 6 men belonging to the schooner *Matagorda*, of Aberdeen, which became a total wreck on the north-east point of May Island, on the Scotch coast, during a storm from the north, on the 3rd April.

Also 2l. to seven men for putting off from Anstruther in a boat, with the view of rendering assistance to the crew of the *Matagorda*.

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

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

Also the Report of the Inspector of Life-boats on his recent visits to the Whitehaven, Dunbar, North Berwick, Anstruther, St. Andrew's, Broughty Ferry, Buddon Ness, Arbroath, and Montrose Life-boat Stations.

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

	£	s.	d.
"Out-Pensioner" Life-boat Fund, per Major J. A. BROCKMAN	290	0	0
LEONARD PICKERING, Esq.	200	0	0
Worshipful Company of Grocers, per W. RUCK, Esq., additional	100	0	0
Covent Garden Life-boat Fund, per Mr. J. WEBBER, additional	70	0	0
Masonic Life-boat Fund, per W. SMITH, Esq., C.E., and HYDE CLARKE, Esq., additional	63	18	0
Collected from Seamen at the Sailors' Institute, Hull, per J. W. DAY, Esq.	13	0	0
Seamen of Seaham, being proceeds of sale of their old Life-boat, per WILLIAM WARHAM, Esq.	12	19	0
Proceeds of Concert on board the steam-ship <i>Strathclyde</i> , of Glasgow, and contribution of Crew, per Capt. C. W. PEARSON	6	0	0
Scholars at Alexander Academy, Ashford, Kent, per THOMAS H. VIE, Esq., additional	0	15	0
—To be severally thanked.			

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

The late Miss ANN LAWTON, of Leicester (free of duty)	£	50
The late Mrs. ELLEN ATKINSON, of Lancaster	5	

Read letter from J. B. JACKAMAN, Esq., Coroner for Ipswich, of the 28th June, stating that at a recent inquest held before him on the body of a youth who was accidentally drowned in the River Orwell, Mr. W. ELLISTON, M.R.C.S., who was the medical witness in the case, had said:—"There are so many valuable rules and suggestions in the printed Regulations issued by the ROYAL NATIONAL

LIFE-BOAT INSTITUTION, that I think they ought to be more generally distributed and known along the banks of the river."

Approved of the efforts which were constantly used to make the public familiar with those instructions for the restoration of the apparently drowned.

Ordered that various works be carried out at the Caister and Cromer Life-boat Stations, at an expense of 46l.

Reported that various papers and information as to the work of the Institution had been supplied to the "Société Royale et Centrale des Sauveteurs de Belgique."—*Approved*.

Also that W. T. SUFFOLK, Esq., of Camberwell, and some of his friends had, through the Institution, presented one of its standard Barometers, to be stationed at Lulworth Cove, Dorsetshire.

Paid 677l. 16s. 3d. for sundry charges on various Life-boat Establishments.

Read letter from the BOARD OF TRADE, of the 27th June, conveying, through EARL GRANVILLE and the American Minister, the acknowledgments of the President and Government of the United States of America for the valuable assistance rendered by the Courtown Life-boat of the Institution in saving 23 persons, including the Master's wife and child, from the ship *Idaho*, of Bath, Maine, U.S., which was wrecked last winter off Courtown, Co. Wexford, on which occasion the boat had to make three trips from the shore to the wreck through a very heavy sea. It was a very gallant service; and it may here be mentioned that this is the second time the Presidents of the United States of America have testified to the importance of the great and national work of the Life-boat Institution—PRESIDENT LINCOLN, just before his death, having presented a donation of 100l. to the Institution through the then American Minister, The Hon. C. F. ADAMS.

Voted 7l. 5s. to pay the expenses of the Aberdovey Life-boat, in putting off, during a N.W. wind and heavy surf, and rescuing the crew of 2 men from the smack *Amity*, of Aberystwith, which had gone on the north bank on that coast, on the 14th June.

Also 9l. to pay the expenses of the Kingsdowne Life-boat, in going off, in reply to signals of distress from the lightships on the Goodwin Sands, to the steamer *Uruguay*, of Liverpool, which had gone on the sands on the 26th June, and remaining alongside the vessel until she floated.

The Buddon Ness and Broughty Ferry Life-boats had put off with the view of rendering assistance to two distressed vessels; but, fortunately, their services were not called into requisition.

Voted 7l. 17s. to pay the expenses thus incurred by the Broughty Ferry-boat.

Also a reward to three men for putting off in a boat and rescuing 3 persons from the boat *Erin*, which was capsized off Innistrathull Island, Co. Donegal, on the 25th May.

THURSDAY, 1st Aug. 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 Montrose, Stonehaven, Peterhead, Fraserburgh, Banff, Buckie, Lossiemouth, Thurso, Ham, and Scarfskerry. He observed that a large number of the fishing-boats on that part

of the coast, both new and old, were now decked and fitted like the Safety Fishing-boats introduced by the National Life-boat Institution; and Capt. ANGUS, master of one of the Aberdeen steamers, informed Capt. WARD that he considered the Institution had conferred a public benefit by introducing the decked fishing-boats in Scotland; as he now frequently passed them in large numbers at sea, fishing in weather that they would not have ventured to encounter three or four years ago, large quantities of fish being thus caught which would otherwise have been lost.

Also the Report of the Assistant-Inspector of Life-boats on his visits to Withernsea, Hornsea, Hull, Bridlington, Flamborough, Filey, Scarborough, Whitby, Uppang, Runswick, Saltburn, Redcar, West Hartlepool, Seaton Carew, Middlesbrough, Drogheda, Greystones, and Howth.

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

	£	s.	d.
Executors of the late JAMES MONTEITH, Esq., of Duke Street, St. James's	200	0	0
Ancient Order of Foresters, annual subscription in aid of the support of their two Life-boats, per SAMUEL SHAWCROSS, Esq.	100	0	0
"Out-Pensioner" Life-boat Fund, per Major BROCKMAN, additional	10	0	0
Collected at Uckfield, per Capt. REYNOLDS, additional	6	8	0
—To be severally thanked.			

Also the receipt of 480*l.* from the Freemasons of Warwickshire, through Capt. T. P. SALT, of Birmingham, to defray the cost of the new Life-boat which was about to be stationed at Scarborough.—To be thanked, the boat being named the 'Lady Leigh,' as desired by the donors.

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

	£	s.	d.
The late Miss MARIA WALDRON, of Trowbridge (duty free)	100	0	0
The late Mrs. POORE, of Warminster	50	0	0

Decided that the Thanks of the Institution be presented to J. W. EDMONDS, Esq., C. H. CADOGAN, Esq., and C. H. SMITH, Esq., in acknowledgment of their past valuable co-operation as the Honorary Secretaries respectively of the Montrose, Alnmouth, and Tenby branches of the Society.

Also to Lloyd's Register of British and Foreign Shipping Society, for their kind present to the Institution of a set of their books for the current year.

Reported the transmission to their stations of the Drogheda No. 2, and Greystones new Life-boats.

The British and Irish Steam Packet Company, through Messrs. HARTLEY and Co., had kindly granted free conveyances to the boats on board two of their steamers from London to Dublin.—To be thanked.

Ordered that various works be carried out at the Abersoch, Salcombe, Bridlington, Scarborough, and Whitehaven Life-boat Stations, at an expense of 156*l.* 17*s.* 6*d.*

Approved of the issue of a pamphlet containing Instructions for the guidance of the Coxswains of the Life-boats of the Institution.

Paid 1,341*l.* 1*s.* 9*d.* for sundry charges on various Life-boat establishments.

Voted 8*l.* 16*s.* 6*d.* to pay the expenses of the Arklow Life-boat in putting off while it was blowing from the S.W., on the 18th July, with the view of assisting a barque which was reported

to be on the Arklow Bank, but which got off without assistance.

Reported that the Withernsea Life-boat had gone out during a strong breeze from the N.E., on the 14th July, to the steamer *Rolla*, of Hull, which had gone ashore about two miles south of Withernsea. The vessel, however, succeeded in getting out of danger without the assistance of the Life-boat. The expense of this launch was defrayed by the owners of the steamer.

Voted 2*l.* to PATRICK BAKEY and MICHAEL McNAMARA, two fishermen belonging to Liscannor, Ireland, for swimming out and rescuing 2 other men, whose boat, the canoe *Flying Star*, capsized during a strong W.S.W. wind, near Liscannor, on the 1st July.

Also 1*l.* 10*s.* to three men for putting off in a boat, and saving 2 persons from a hooker which had capsized off Galway, during a fresh gale from the S.W., on the 18th May last.

Thursday, 5th September. Sir EDWARD PERROT, Bart., 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 Campeltown, Southend (Cantyre), Ardrossan, Isle of Arran, Irvine, Troon, and Ayr Life-boat Stations.

Also the Report of the Assistant-Inspector of Life-boats, on his recent visits to Drogheda, South of the Boyne, Arklow, Greystones, Kingstown, Poolbeg, and Rhosneigr.

Reported the receipt of the following special contributions:—

	£	s.	d.
Odd Fellows (Manchester Unity), Annual subscription in aid of the support of their Life-boat at Cleethorpes	50	0	0
"Balance of an amount voted by Lloyd's in 1802 for Life-boats," per B. C. STEPHENSON, Esq.	28	11	0
Collected on board the Union Mail Steam-Ship <i>European</i> , on her outward and homeward voyages to Table Bay, per Lieut. VYVYAN, R.N.R., additional	28	10	0
"Out-Pensioner," Life-boat Fund, per Major BROCKMAN, additional	10	0	0
—To be severally thanked.			

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

	£	s.	d.
The late ROBERT BARNARD, Esq., of Painswick, Gloucester (reversionary)	100	0	0
The late THOMAS HOWARD, Esq., of Rotherhithe and Blackheath (duty free)	100	0	0
The late Mr. THOMAS MEREDITH, of the Edgware Road	52	10	0
The late T. R. LAXTON, Esq., of Clifton, Bristol (duty free)	50	0	0

Voted the thanks of the Institution to W. E. MAUDF, Esq., in acknowledgment of his long and valuable co-operation while occupying the post of Treasurer of the Liverpool and New Brighton Branch of the Society.

Also to THOMAS SYDENHAM CLARKE, Esq., for his past valuable services as the Honorary Secretary of the Kingsdowne Branch of the Institution.

Reported that information as to the work of the Society had been supplied to Captain NEBOLSINE,

Inspector to the Russian Life-boat Society, and to Lieutenant СНАКОРСКИЙ, of the Russian Imperial Navy, who had visited this country for the purpose of making themselves acquainted with the Life-boat work on the English coast.—*Approved.*

Decided that different works be carried out at the Wells and Drogheda No. 2 Life-boat Stations, at an expense of 85*l.*

Read letter from D. E. COLNAGHI, Esq., of Turin, Her Britannic Majesty's Consul in North Italy, of the 27th August, forwarding a pamphlet describing a method, devised by Signor BERTINETTI, of Turin, of saving life from wrecks by means of a rope fired from a cannon.—*To be acknowledged with thanks.*

Paid 1,101*l.* 7*s.* 5*d.* for sundry charges on various Life-boat establishments.

Voted the Thanks of the Institution, inscribed on Vellum, to Mr. JOHN WILLIAMS, chief boatman of H. M. Coastguard at Tyrella; and 14*l.* 9*s.* to the crew of the Tyrella Life-boat, for going off during a S.S.E. gale, and rescuing 4 persons from the barque *Neptunus*, of Soon, Norway, which had stranded near Tyrella Coastguard Station, on the 16th August.

Voted 15*l.* 17*s.* to pay the expenses of the Youghal Life-boat in putting off while it was blowing strongly from the S.W., on the 18th August, and saving 2 persons from the stranded schooner *Sweet Home*, of Youghal.

Also 9*l.* 7*s.* 6*d.* to pay the expenses of the Wells Life-boat in putting off, while it was blowing a heavy gale from the north, and bringing safely ashore the Hon. FREDERICK WALPOLE, M.P. for North Norfolk, his son, two friends, and the crew of 4 men from the yacht *Stella*, which was in distress in Holkham Bay, on the 27th August.

Also 17*l.* 19*s.* 6*d.* to pay the expenses of the same Life-boat in going out again, and rescuing 8 men from the Brig *Criterion*, of Arbroath, which was in a dangerous position at Wareham Hole.

Also 15*l.* 4*s.* to pay the expenses of the Scarborough Life-boat in putting off and saving the crew of 9 men from the fishing-lugger *New Buxton*, of Great Yarmouth, which had been suddenly overtaken by a heavy gale from the N.N.E., on the 21st August, while at anchor in Scarborough Bay, and which was in imminent peril, she being on a lee-shore with the sea breaking heavily over her. The master refused at that time to leave the vessel, but the next morning there was a change in the wind, and the lugger having held to her anchors, the Life-boat proceeded out again to her, no other boat being able to venture off, and some of the Life-boat men having gone on board the lugger, she was brought safely into harbour in company with the Life-boat.

Also 6*l.* to pay the expenses of the Penmon Life-boat in going out during a strong gale from the S.E., and taking safely ashore the boat *Fairy Queen*, of Llandudno, which was seen to be drifting about eight miles to the N.E. of Penmon, on the 10th August.

Also 26*l.* 17*s.* 6*d.* to pay the expenses of the Life-boats stationed at Newcastle (Dundrum Bay), Ardmore, and Blakeney, in going off with the view of rendering assistance to distressed vessels.

Voted 2*l.* to two men belonging to Blackpool for saving a man who had been capsized from a small boat, near the South Pier at that place, on the 17th August.

Also a reward to three men who rescued, by means of a boat, 3 persons from a yawl belonging to Baltray, which had capsized in a heavy squall at the mouth of the Boyne, on the 21st June.

THE LIFE-BOAT.

THE day is spent ; the red sun sinks
Beneath the Western wave ;
The light bark gaily holds her course
With her crew so stout and brave.

A few short hours, and all is changed ;
For loudly howls the blast,
And o'er the tumult of the waves
The pall of night is cast.

A rock-bound coast is on the lee ;
And, see ! the warning light—
The beacon-star of mariners—
Gleams through the darkening night.

A sudden crash—the mast is gone—
And with it goes all hope ;
No longer can the fated crew
With the surging waters cope.

Now they commit their souls to God
As men about to die ;
For vain seems all the help of man
In this extremity.

But on the shore, betwixt the gusts,
Is heard the signal-gun :
From every cot seafaring men
Down to the water run.

“ Launch, launch the Life-boat quick, my
lads ! ”
“ Now who will go ? ” they cry ;
And fifty voices loud upraised
Make answer, “ I ! ” — “ And I ! ”

Despite the waves' tempestuous rush,
Despite their threatening roar,
See ! twenty hardy fishermen
Bend stoutly to the oar.

Thrice are they baffled—thrice return—
And thrice the strife renew ;
Whilst every looker-on doth pray,
“ God speed that gallant crew ! ”

At last they near the fated bark—
Hurrah ! they've reached her side,
And life and hope to those they bring
Who but for them had died.

One short half hour, and all are saved :
The elements still war ;
But where has been a gallant ship,
There floats a broken spar.

No wild hurrahs accompany
The deeds those men do dare ;
No beat of drum, no martial strain,
No spirit-stirring air.

But in the cold and darksome night,
They combat with the blast,
And gain, by dint of hardihood,
The victory at last.

Then let us pay the honour due
To such devoted strife,
Where gallant men so nobly risk
For fellow-men their life.

G. M. R. WARD.

NOTICE.—The next number of the “ Life-boat Journal ” will be published on the 1st Feb. 1873.

Royal National Life-Boat Institution.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

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

ENGLAND.

Northumberland—Berwick-on-Tweed—Holy Island (two boats)—North Sunderland—Boulmer—Alnmouth—Hawley—Newbiggin—Blyth (two boats)—Cullercoats—Tyneweith (two boats)
 Durham—Whitburn—Sunderland (four boats)—Seaham—West Hartlepool (two boats)—Seaton Carew
 Yorkshire—Middlesbrough—Redcar—Saltburn—Ruswick—Upgang—Whitby (two boats)—Scarborough—Filey—Flamborough (two boats)—Bridlington—Hornsea—Withersea
 Lincoln—Cleethorpes—Donna Nook—Theddlethorpe—Sutton—Chapel—Skegness
 Norfolk—Hunstanton—Wells—Blakeney—Sheringham—Cromer—Mundesley—Beeton—Hasbrough—Palling (two boats)—Winterton—Caister (two boats)—Yarmouth (two boats)
 Suffolk—Gorleston—Corton—Lowestoft (two boats)—Pakefield (two boats)—Kessingland (two boats)—Southwold (two boats)—Thorpeness—Aldborough
 Kent—Margate—Kingsgate—Broadstairs—Ramsgate—North Deal—Walmer—Kingsdowne—Dover—Dungesons
 Sussex—Rye—Winchelsea—Hastings—Eastbourne—Newhaven—Brighton—Shoreham—Worthing—Selsey—Chichester Harbour
 Hampshire—Hayling Island
 Isle of Wight—Bembridge—Bristolstone Grange—Brooke
 Alderney—St. Anne
 Guernsey—St. Sampson's
 Dorset—Poole—Chapman's Pool—Kimmeridge—Weymouth—Lyne Regis

South Devon—Sidmouth—Ermouth—Teignmouth—Brixham—Salcombe—Plymouth
 Cornwall—Looe—Fowey—Mevagissey—Porloe—Falmouth—Portboustock—Cadgwith—Lizard—Mullion—Forthleven—Penance—Sennen Cove—St. Ives—Hayle—New Quay—Padstow—Port Isaac—Bude
 North Devon—Cloveley—Appledore (two boats)—Braunton—Morte Bay—Ilfracombe—Lynmouth
 Somerset—Burnham
 Cheshire—New Brighton—do. Tubular
 Lancashire—Southport—Lytham—Blackpool—Fleetwood—Piel
 Cumberland—Whitehaven—Maifort—Silloth
 Isle of Man—Ramey—Douglas—Castletown

WALES.

Glamorganshire—Penarth—Porthaw—Swanes
 Carmarthenshire—Fembyre—Carmarthen Bay
 Pembrokeshire—Tenby—Milford—Solva—St. David's—Fishguard (two boats)
 Cardiganshire—Cardigan—Newquay—Aberystwyth
 Merionethshire—Aberdevevy—Barmouth
 Carnarvonshire—Portmadoc—Abersool—Porthinllaen—Orme's Head
 Anglesey—Llanddwy—Rhosneig—Rhoscolyn—Holyhead—Cemlyn—Bull Bay—Moelre—Penmon
 Denbighshire—Llandudlas
 Flintshire—Rhyll (Tubular)

SCOTLAND.

Kirkcudbright—Kirkcudbright
 Wigtownshire—Whithorn—Fort Logan
 Ayrshire—Ballantrae—Girvan—Ayr—Troon—Irving—Ardrossan
 Isle of Arran—Kildonan
 Argyllshire—Campbeltown—Southend
 Caithness-shire—Thurso
 Orkney Islands—Stromness
 Elginshire—Lossiemouth
 Banffshire—Buckie—Banff
 Aberdeenshire—Fraserburgh—Peterhead
 Kincardineshire—Stonehaven
 Forfar—Montrose (two boats)—Arbroath—Buddon Ness and Broughty Ferry (Dundee)
 Fifeshire—St. Andrews—Anstruther
 Haddingtonshire—North Berwick—Dunbar

IRELAND.

Co. Londonderry—Greencastle
 Antrim—Portrush
 Down—Groomsport—Ballywalter—Tyrella—Newcastle (Dundrum Bay)
 Louth—Dundalk—Drogheda (two boats)
 Dublin—Skerries—Howth—Footleg—Kingstown
 Wicklow—Greystones—Wicklow—Arklow
 Wexford—Courtown—Cahore—Wexford (two boats)—Carnore—Duncaannon
 Waterford—Tramore—Dungarvan—Armore
 Cork—Youghal—Ballycotton—Queenstown—Courtmacsherry
 Kerry—Valentia

Total, 233 Life-Boats.

Services of the Life-boats of the Institution in 1871.

<i>Adelaide</i> , schr., of Malahide..... 5	<i>Equestrian</i> , ketch, of Port Gordon—saved vessel and crew... 4	<i>Mexicon</i> , barque, of St. John's, N.B.—rendered assistance... 6	<i>St. Thomas's Packet</i> , of Blyth—assisted to save vessel and crew... 6
<i>Albert</i> , barque, of Bremen..... 21	<i>Fleetwood</i> , a man overtaken by the tide at... 1	<i>Morning Star</i> , brig, of Dublin... 6	<i>Sidon</i> , barque, of Cardiff—remained by vessel... 6
<i>Alton</i> , barque, of Rostock..... 10	<i>Flora</i> , brig, of Poole..... 6	<i>Musselburgh</i> , sloop, of Lowestoft..... 11	<i>Stranger</i> , schooner, of Newfoundland..... 3
<i>Alton</i> , schooner, of Beaumaris—saved vessel and crew... 3	<i>Francis</i> , schooner, of Cardigan—saved vessel and crew... 4	<i>Nigretta</i> , brigantine, of New York..... 7	<i>Temperance Star</i> , Margard, and 6 H's, fishing-boats—assisted... 7
<i>Alexandra</i> , s.s., of London..... 23	<i>Friend's Increase</i> , barque, of London..... 4	<i>Normal</i> , brigantine, of Seaham—assisted to save vessel and crew... 7	<i>Testofala</i> , barque, of North Shields—remained by vessel... 7
<i>Angora</i> , schooner, of Bangor—assisted to save vessel and crew... 7	<i>Friendship</i> , galliot, of Goole... 3	<i>Newbiggin</i> , fishing-boats—assisted to save seven boats... 7	<i>Thosalia</i> , brig, of Whitby..... 9
<i>Ann</i> , schooner, of Inverness..... 6	<i>Hainwell</i> , of Bridgwater, and J. W. A., of Newquay, schrs. 10	<i>Orb</i> , b., of Whitby—saved vessel & crew... 8	<i>Three Sisters</i> , barque, of Genoa... 6
<i>Ann Mitchell</i> , schr., of Newquay... 6	<i>Handy</i> , schooner, of Wexford... 5	<i>Osborne</i> , brig, of Hartlepool... 4	<i>Times</i> , barque, of Liverpool... 17
<i>Arctia</i> , brig, barque, of Goole... 1	<i>Holite</i> , yacht, of Cromer... 3	<i>Orcada</i> , schooner, of Madras... 4	<i>Trafalgar</i> , sloop, of Gley—saved vessel and crew... 2
<i>Azila</i> , brig, of Blyth—assisted to save vessel and crew... 8	<i>Hope</i> , brig, of Portsmouth—remained by vessel... 11	<i>Pegada</i> , barque, of Santander—assisted to save vessel and crew... 16	<i>Triomph</i> , brig, of Arendal... 3
<i>Benjamin Whitworth</i> , screw-steamer, of Middleborough—remained by vessel... 7	<i>Hopman</i> & Skye fishing-boats 11	<i>Pauetippo</i> , schr., of Ramsey... 7	<i>Typhon</i> , brig, of Tvedstrand... 4
<i>British Queen</i> , brig, of London... 7	<i>Howth</i> —dredging-boats... 4	<i>Pierre Desiré</i> , schr., of St. Valérie—saved vessel and crew... 6	<i>Val de Comoy</i> , smack, of Beaumaris..... 3
<i>Calandria</i> , Greek brig... 11	<i>Idun</i> , barque, of Bergen... 16	<i>Queen</i> , brigantine, of Youghal... 6	<i>Venus</i> , schooner, of Preston—remained alongside... 7
<i>Carnsea</i> , schooner, of Hayle... 1	<i>Infanta</i> , barque, of Shields... 16	<i>Rapid</i> , schooner, of Preston—saved vessel and crew... 2	<i>Wanderer</i> , brig, of Maryport... 10
<i>Cassadra</i> , barque, of Liverpool... 21	<i>Intrepid</i> , schooner, of Liverpool—rendered assistance... 4	<i>Regina</i> , brig, of London... 7	<i>Whitby</i> fishing-boats... 18
<i>Champion</i> , brig, of Shoreham—saved vessel and crew... 8	<i>Isabella Heron</i> , brigantine, of Blyth—saved vessel and crew... 6	<i>Richard and Harriet</i> , barque... 7	<i>Williams</i> , brigantine, of Londonderry... 5
<i>Charles Philip</i> , smack—assisted to save vessel and crew... 3	<i>Jane</i> , brigantine, of Barmouth... 5	<i>River Nith</i> , ship, of Liverpool—rendered assistance... 4	<i>William</i> , schooner, of Liverpool—saved vessel and crew... 3
<i>Confidence</i> , schr., of Aberystwyth... 2	<i>Jane Kington</i> , barque, of London... 13	<i>Robina</i> , barque, of North Shields 17	<i>Windsor</i> , brig, of Lynn... 6
<i>Cornhill</i> , brigantine, of Dunfermline... 3	<i>Jane Kington</i> , barque, of London... 13	<i>Rosetta</i> , brigantine, of Belfast—saved vessel... 6	<i>Zoe</i> , brigantine, of Dundalk—remained by vessel... 6
<i>Courier</i> , schooner, of Lerwick—rendered assistance... 5	<i>Jeune Colombe</i> , brig, of St. Malo... 7	<i>Sea</i> , schooner, of Ipswich—saved vessel and crew... 4	
<i>Cynthia</i> , schr., of Montrose... 2	<i>Jubilee</i> , schooner, of Preston... 4	<i>Somerset and Ann</i> , schooner, of Great Yarmouth... 4	
<i>Cyrus</i> , brigantine, of Rye... 6	<i>Kingsbridge Packet</i> , steamer—rendered assistance... 19	<i>Sora</i> , brig, of Sunderland... 6	
<i>Danta</i> , Danish schooner... 5	<i>Lady Handley</i> , brigantine, of Maryport... 4	<i>Scarborough</i> fishing-boats—assisted four boats... 4	
<i>Demition Lass</i> , smack, of the Isle of Skye... 4	<i>Lark</i> , smack, of Wexford... 2	<i>Sea</i> , barque, of Montrose—assisted to save vessel... 4	
<i>Dispatch</i> , schooner, of Whitby... 3	<i>Laucaunton</i> , barque, of Shields... 14	<i>Scott</i> , Austrian brig—assisted to save vessel... 15	
<i>Echo</i> , brigantine, of Malden... 6	<i>Lucie Antoinette</i> , schooner, of Nantes... 4	<i>St. Fergus</i> , schooner, of Aberystwyth—remained by vessel... 4	
<i>Echo</i> , lugger, of Lowestoft—saved vessel... 4	<i>Lynnmouth packet-boat</i> ... 1		
<i>Eleanor</i> , schooner, of Newquay—assisted to save vessel and crew... 4	<i>Margard</i> , brigantine, of Lancaster... 25		
<i>Ella</i> , schooner, of Fwithell—rendered assistance... 4	<i>Milow</i> , schooner, of Lynn... 4		
<i>Elizabeth and Cecily</i> , brig, of Guernsey... 8	<i>Maria</i> , barque, of Arendal... 15		
	<i>Mary</i> , schooner, of Shields... 4		
	<i>Mercy</i> , schooner, of Liverpool... 4		

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1871) the ROYAL NATIONAL LIFE-BEAT INSTITUTION expended £21,653 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 882 persons from various Shipwrecks on our Coasts, for which services it granted 19 Silver Medals and Votes of Thanks on Yellum, and pecuniary rewards to the amount of £2,302.

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 81,076; for which Services 51 Gold Medals, 829 Silver Medals, and £37,814 in cash have been paid in Rewards.

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

Donations and Annual Subscriptions are earnestly solicited, and will be thankfully received by the Bankers of the Institution, Messrs. WILLS, FENWICK, and Co., 75 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.—November 1st, 1872.