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RESTORATION OF THE APPARENTLY DROWNED.

AMONGST the most interesting and important subjects which, from time to time, have been treated in *The Life-boat Journal*, is that of the means to be resorted to for the restoration of the apparently drowned, and it is one in which the NATIONAL LIFE-BOAT INSTITUTION has, for many years, taken the deepest interest. The Institution has spared no pains to elicit the latest experimental and theoretical improvements in those means; and it has spread far and wide the latest knowledge thus obtained by circulating throughout the United Kingdom, in our Colonies, and in foreign countries, a vast number of copies of the printed rules which it has adopted.

On reference to the back numbers of this journal, it will be seen that, in the year 1857, the Institution first issued its own rules. Previous to that time it had provided its Life-boat stations with the rules of the ROYAL HUMANE SOCIETY, but in that year, the eminent physiologist, the late Dr. MARSHALL HALL, pointed out the two serious defects in those rules, that they neither provided for the ejection of any water that had been swallowed, nor for a return of respiration.

The Committee of the Institution, thereupon, appealed to the medical world in this country, and to the public medical authorities on the Continent of Europe,

for their opinion on the subject, the result being that the replies were so almost exclusively in favour of MARSHALL HALL'S "Ready Method," as he had denominated it, that the Institution had no choice but to adopt the same, although they seriously felt the inconvenience of two systems being promulgated at the same time, as if by two rival bodies, for the information of others than medical men.

The leading features of Dr. MARSHALL HALL'S plan, it will probably be remembered by most of our readers, was the alternately placing the body of the patient on its stomach and on one side, with about the same interval between each movement, as the periods of natural inspiration and expiration. When in the former position the weight of the body and hand pressure on the back, caused the expulsion of any air remaining in the lungs, and that position was also favourable to the ejection of any water swallowed; whilst, in the latter position, viz., on one side, the natural elasticity of the ribs and surrounding parts caused re-expansion with accompanying inspiration of air.

For a period of seven years those rules were exclusively adopted and recommended by the Institution, and with excellent results, but in the year 1863, Dr. H. R. SILVESTER, of London, proposed a new method of artificial respiration, which he pronounced to be far more effectual than that of MARSHALL HALL, and much more easy of performance; more effectual by causing a deeper inspi-

ration, and more easy of performance, as only requiring a movement of the arms of the patient instead of the repeated turning of the body.

The Committee of the Institution then once more appealed to the medical authorities of the United Kingdom, and to a large number of individual medical practitioners, for their opinion of the relative value of the two systems. The result on this occasion was, that a large majority approved of Dr. SILVESTER's plan on account of its simplicity and easiness of performance. Some, however, of the parties appealed to, and amongst them the heads of the Naval and Military Medical Boards, recommended a combination of both systems, Dr. M. HALL's being first resorted to as affording means for the ejection of water from the body, which Dr. SILVESTER's did not do, it requiring the patient to be permanently laid on the back.

Convinced of the great importance of the discharge of water, and having, during the seven years that Dr. M. HALL's system had been in use, had proofs of its efficacy, the Committee decided to adopt, in future, a combination of the two plans, Dr. M. HALL's being first used for a period of from two to five minutes; and accordingly, in 1864, the Institution issued new rules embodying these alterations. At the same time, however, as stated in an Article on the subject in the July number of this journal for that year: "It was not felt that the door would be shut against future change or reconsideration of the subject, should the result of additional experience, or the further investigations of scientific men, make it appear desirable to do so."

Another period of several years has now again elapsed, during which time numerous instances have occurred of the efficacy of those rules, and proving the importance of the retention in part of the MARSHALL HALL system. In fact, from the circumstance that when large quantities of water have been swallowed, it is rarely, if ever, all discharged at once, its ejection being

often continued, at intervals, for a considerable time, it has become a question whether the "Ready Method" of MARSHALL HALL should not be returned to at intervals of a few minutes to facilitate its discharge. For there can be little doubt that the presence of a large quantity of water in the stomach impedes the returning action of the heart and other vital organs.

We are now led to return to this subject by the circumstance that Dr. BENJAMIN HOWARD, of New York, has now proposed a new mode of effecting artificial respiration, and has forwarded to the Institution a Prize Essay written by himself on the subject. As Dr. HOWARD's plan; which he has, in contradistinction to that of MARSHALL HALL, denominated the "Direct Method," appears to us to be even more simple and easy of performance than Dr. SILVESTER's, whilst it has the great advantage over his of providing in the first instance for the discharge of water, we consider it well deserving of the serious consideration of the medical profession, and feel sure that a description of it will prove highly interesting to many of our readers.

DR. HOWARD entirely coincides with MARSHALL HALL in considering it of vital importance, that, in all cases of suffocation, whether from drowning or other causes, respiration should accompany resuscitation. At the very commencement of his Essay, he states his opinion on this point in the following explicit and forcible language:

"By whatever form of suffocation death be induced, whether by drowning, smoke, noxious gases, chloroform vapour, hanging, or other mechanical obstruction, the process of death differs from that of organic lesion in this important particular: after the signs of life have vanished there is a period during which life still lingers at its seat, its signs being subject to recall.

"This period is brief. It is usually too short for the procuring of absent appliances; the mere removal of the patient

to a place of shelter, involving the risk of forfeiting the possibility of resuscitation. For this reason, and because such accidents usually happen at inconvenient places, it is highly desirable that any plan for resuscitation should include the use of such means only, as are everywhere, at all times, instantly available. Fortunately, experience has proved that *artificial respiration*, for the performance of which such means alone are required, is the only treatment upon which much reliance can be placed. On this point, the opinions of the profession may now be regarded as settled.

The important question, however, still remains to be finally decided: What is the easiest and most effectual way of producing artificial respiration?

1st. MARSHALL HALL, as we have seen, has proposed a method which involves much personal labour, and requires at least two persons to perform it, as it requires the alternate turning of the body of the patient from face downwards to one side, and *vice versa*. It has, however, the special advantage of affording great facility for the discharge of water from the body, and it has proved efficacious in numerous cases; and, referring to it, Dr. HOWARD himself says: "The foundation-stone of all true progress in the art of resuscitation was first well and truly laid by MARSHALL HALL."

And in another paragraph, referring to the rejection of MARSHALL HALL'S system by the ROYAL HUMANE SOCIETY, he says: "We have seen that, in spite of the opinions of many distinguished physiologists, the false principle of resuscitation by the direct application of heat had become absolutely controlling. A revolution, as complete as it was marvellous, was, however, effected by MARSHALL HALL, who in a few years succeeded in establishing the true principle; that which has ever since formed the basis upon which the art of resuscitation has been conducted. The principle is, that 'Respiration is the one source of vital heat.'"

2nd. Dr. SILVESTER has proposed a

method which can be performed by one person, if the tongue of the patient be first secured and prevented falling back so as to close the air-valve in the wind-pipe; but his plan has the serious defect of placing and retaining the body exclusively on its back, and thus affording no opportunity for the discharge of water.

3rd. And now, lastly, Dr. HOWARD proposes the method which we are about to consider.

He first points out what he considers to be the difficulties and shortcomings of the methods of both MARSHALL HALL and SILVESTER, chiefly as regards the indirectness and insufficiency of the movements to alternately expand and compress the chest, and their complicated nature, rendering their continuous repetition, at the rate of fifteen times in a minute, almost impracticable. He then states that he had for several years taught both methods in his lectures to medical students, and that his repeated failures to produce the desired effects in his attempted demonstrations, and the difficulty he found in making them readily understood and efficiently practised by others, led him to endeavour to strip them of their superfluities, and reduce them to their simplest terms, which resulted in the "Direct Method" that he now proposes.

Dr. HOWARD remarks, that "the one object of both methods is compression and expansion of the chest." How, then, can that object be most directly and easily performed, with the least amount of fatigue to the performer of the operation. He then points out, in his preliminary observations, that the lungs have no positive action of their own, but that they are exceedingly elastic, expanding and contracting with the expansion and contraction of the chest, and always completely filling it; that there are sets of movements belonging to different parts of the chest, producing the different forms of breathing designated, respectively, the *superior costal*, the *inferior costal*, and the *abdominal* types; that the provision for free and extensive movements is confined

exclusively to the lower part of the chest; that while all the ribs above have but little cartilage, and are united directly with the sternum (the breastplate of the chest), all those below the seventh to the twelfth ribs have a very extensive supply of cartilage, and are not joined directly to the sternum, but are so free anteriorly as to be not inaptly called the floating ribs (*vide* Fig. I.); that the entire floor or base of the chest is composed of the musculo-membraneous diaphragm, which by its contractions produces that type of breathing called abdominal, because of the motions it communicates to the abdomen by the alternating pressure it exercises on its contained viscera.

He then proceeds to state, that the superior and inferior types of costal breathing are neither of them essential to life; and that health as well as life may be maintained by abdominal respiration alone, provided the person remain in repose; the superior costal type being only used for forced inspirations, such as may be required in unusual exertions.

Lastly, that in accordance with the anatomy of the parts, ordinary breathing usually combines the inferior costal and the abdominal types, the parts of the thorax called by them into action comprising all which afford the greatest motion, change of thoracic capacity, and exchange of air in the lungs; all which holds equally whether the force causing the motions of those parts be vital, and from within, or mechanical, and from without.

In imitating natural inspiration, then, by substituting mechanical for the vital force, it is to those parts such force should be applied, and in such a way as most nearly to produce the motion observed in healthy breathing.

He then proceeds to describe his method as follows:—

THE DIRECT METHOD.

RULE I. *Arouse the patient.*—Unless in danger of freezing, do not move the patient an inch; but instantly expose the

face to a current of fresh air, wipe dry the mouth and nostrils, rip the clothing, so as to expose the chest and waist, and give two or three quick smarting slaps on the stomach and chest with the open hand.

If the patient does not revive, then proceed thus:—

RULE II. *To draw off water, &c., from the stomach and chest.* (*Vide* Fig. II.)—Turn the patient on his face, a large bundle of tightly-rolled clothing being placed beneath his stomach, and press heavily over it for half a minute, or so long as fluids flow freely from the mouth.

RULE III. *To produce breathing.* (*Vide* Fig. III.)—Place the patient on his back, the roll of clothing being so placed beneath it as to raise the pit of the stomach above the level of any other part of the body. If there be another person present, let him, with a piece of dry cloth, hold the tip of the tongue out of one corner of the mouth, and with the other hand grasp both wrists and keep the arms forcibly stretched back above the head. (*This position prevents the tongue from falling back and choking the entrance to the windpipe, and increasing the prominence of the ribs tends to enlarge the chest; it is not, however, essential to success.*)

Kneel beside, or astride, the patient's hips, and with the balls of the thumbs resting on either side the pit of the stomach, let the fingers fall into the grooves between the short ribs, so as to afford the best grasp of the waist. Now, using your knees as a pivot, throw all your weight forward on your hands, and at the same time squeeze the waist between them, as if you wished to force everything in the chest upwards out of the mouth; deepen the pressure while you can count slowly one, two, three, then suddenly let go with a final push, which springs you back to your first kneeling position. Remain erect on your knees while you can count one, two; then repeat the same motions as before, at a

rate gradually increased from four or five to fifteen times in a minute, and continue thus this bellows movement with the same regularity that is observable in the natural motions of breathing which you are imitating.

Continue thus far from one to two hours, or until the patient breathes; for awhile after carefully deepen the first short gasps into full breaths, and continue the drying and rubbing, which should have been unceasingly practised from the beginning.

RULE IV. *After treatment. Externally.*—As soon as the breathing has become established, strip the patient, wrap him in blankets only, put him in a bed comfortably warm, but with a free circulation of fresh air, and leave him to perfect rest.

Internally.—Give a little hot brandy and water, or other stimulant at hand, for every ten or fifteen minutes for the first hour, and as often thereafter as may seem expedient.

The advantages which Dr. HOWARD claims for his method, as compared with those of MARSHALL HALL and Dr. SILVESTER, are summarised by him as follows:—

I. It combines the merits of the other methods, and has the following besides:

1. To the greatest "thoracic expansion" it adds a "compression" not found in any previous method, and so yields a greater exchange of air in the lungs.

2. No time is wasted and no harm is done by superfluous motions.

3. Obstructive fluids are removed by drainage as well as by ejection. This is not done by any other method.

4. It can be applied on the spot, forthwith, wherever the patient's chest can be reached by the operator.

II. It is more effective; because

1. The respiratory motions are seen and felt, and can be accurately regulated by the hands of the operator.

2. Any other means, such as friction, electricity, insufflation, inhalation with

oxygen, warm bath, &c., may be used simultaneously with the "Direct Method," without causing interruption or inconvenience.

III. It is more easy to be understood; because,

1. There is but one movement.

2. The object of the movement is self-evident.

IV. It is more easy to be performed; because,

1. The chief source of compression is the weight, not the strength, of the operator.

2. The attitude of the operator is convenient.

3. The movement is simple and limited.

4. Each movement is followed by a period of complete rest.

After careful consideration of Dr. HOWARD's method, in conjunction with those of Dr. SILVESTER and MARSHALL HALL, we feel convinced that as regards the ease with which it can be performed it is superior to both, whilst it has the special advantage over Dr. SILVESTER's, that it affords an opportunity, at the outstart, for the discharge of water. We consider, however, that Dr. HOWARD is mistaken in supposing that it is sufficient to afford an opportunity for water to escape at the commencement of the treatment, since numerous reported cases prove that it is frequently discharged at repeated and varying intervals.

We also think it questionable whether there is so great an advantage as both Dr. HOWARD and Dr. SILVESTER claim for their methods over MARSHALL HALL's, in the circumstance that they inject and eject a greater quantity of air through the lungs. If the blood supplied to the brain by the heart be of full amount, a proportionate amount of air will be required to oxidize and vivify it; a fact which nature teaches us by the circumstance of our involuntary quicker breathing when, by running or other unusual exertion, we have quickened the circulation of our blood. Not only, however, is such the case, and therefore, when the

heart has almost ceased to palpitate, and the blood supplied to the lungs is small in amount, may a small amount of air be sufficient to oxidize it; but is it not worthy the consideration of medical men, whether, just as a candle or a spark may be extinguished by the powerful current of air which will excite a furnace to a white heat, it may not be possible that the feeble flame of life, then flickering in the heart, may not be extinguished by a too fierce blast of air in the lungs; and whether the success, which has undoubtedly in numerous well-attested cases resulted from MARSHALL HALL'S "Ready Method," may not be to some extent attributed to the gentle fanning of the vital spark, which is effected by that original and ingenious plan.

Those, however, are points which must be decided by future experience, and the further consideration of the medical world; which experience and consideration will, no doubt, be awaited by the NATIONAL LIFE-BOAT INSTITUTION before it again alters its Rules for the Restoration of the Apparently Drowned.

We append the figures (*vide* Figs. 4, 5, 6, and 7) illustrating the methods of Dr. MARSHALL HALL and Dr. SILVESTER, as at present adopted by the Institution, in order that a general idea may be formed of Dr. HOWARD'S proposed system, in juxtaposition with others.

DR. HOWARD'S SYSTEM.

Fig. I. Showing the character and position of the human ribs. Those on one side, as when the lungs are inflated;

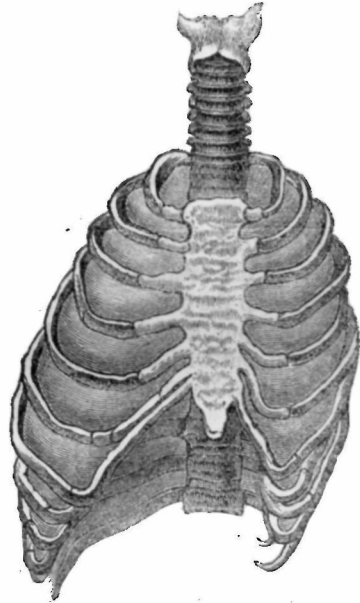


FIG. 1.

and those on the other, as when artificially compressed by the operator.

Fig. II. Showing the first step taken, by which the chest is emptied of air, and the ejection of any fluids swallowed is assisted.



FIG. 2.

Fig. III. Showing the position and |ducing artificial expiration and inspira-
action of the operator, in alternately pro- |tion of air.



FIG. 3.

MARSHALL HALL'S SYSTEM.

1.—INSPIRATION.



FIG. 4.

2.—EXPIRATION.



FIG. 5.

The last two Illustrations (Figs. 4 and 5) show the position of the Body during the employment of Dr. Marshall Hall's Method of Inducing Respiration.

DR. SILVESTER'S SYSTEM.

1.—INSPIRATION.



FIG. 6.

2.—EXPIRATION.



FIG. 7.

The last two Illustrations (Figs. 6 and 7) show the position of the Body during the employment of Dr. Silvester's Method of Inducing Respiration.

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 ADDITIONAL STATIONS AND NEW LIFE-BOATS.

WEXFORD, IRELAND.—The No. 1 (large) Life-boat, placed at Wexford about fourteen years since, having become unfit for further service, it was replaced by the Institution in November, 1871—a very fine boat, 40 feet long and 10 feet wide, being specially built for the station. This boat is always kept afloat, and is usually towed out to the outlying sand-banks off the coast by a steamer on the occasion of wrecks. It is, however, provided with masts and sails, and rows twelve oars, double-banked. The new Life-boat was the gift to the Institution of "J. M. S.,"

of London; it is named the *Ethel Eveleen*, after his daughter. It was taken to Wexford by railway, and sailed and towed thence across the Channel in company with the revenue cruiser *Princess Charlotte*, four of the crew of that vessel going in the boat, which was under the charge of Capt. D. ROBERTSON, R.N., the Assistant Inspector of Life-boats to the Institution. It may here be mentioned that during the past few years the two Life-boats on the Wexford station have been instrumental in saving no less than 153 lives from different wrecks. On these



and other occasions the Institution has granted 470*l.* as rewards to the Life-boat crews, in addition to various expenses amounting to 1,680*l.* incurred in providing and maintaining these two Life-boats.

FLAMBOROUGH, YORKSHIRE.—The NATIONAL LIFE-BOAT INSTITUTION has formed two Life-boat establishments, at Flamborough Head, the famous promontory on the coast of Yorkshire, it having been



suggested as a desirable place for Life-boats, where plenty of fishermen are resident to work the boats.

One boat is stationed on the north beach, and the other on the south one, and substantial and commodious houses have been erected for their reception. The whole of the shore in this neighbourhood is rocky and precipitous, with the exception of these two beaches, one on either side of

the Head, and they are so situated that when one is exposed to the wind and sea the other is always under shelter; and, accordingly, most of the fishermen, who number nearly 400, have each two fishing cobbles; one of which they keep on one beach, and one on the other—using the boat on the lee side in bad weather—which plan will be adopted with the Life-boats; the village of Flamborough, where the

crews reside, being equi-distant from both beaches. Each Life-boat is 33 feet long, and rows ten oars, double-banked. The expense of the north (No. 1) boat was met from a legacy bequeathed to the Institution by the late JOHN STANIFORTH BECKETT, Esq., of Tormoham, Devon, the boat being named the *Gertrude*. The cost of the other boat—named the *S. Michaels*—was defrayed from a Life-boat fund raised principally through the exertions of the Rev. G. F. PRESCOTT, M.A., Rector of S. Michaels, Paddington, Mr. W. VINCENT, and others. The boats were placed on their stations in November, 1871, and were tried in a strong wind and moderate sea, when they rowed and sailed well, and gave much satisfaction to the crews. Capt. J. R. WARD, R.N., the Inspector of Life-boats, who took out the boats, was accompanied by Capt. H. STEENGRAFE, the Inspector of Life-boats to the German Life-boat Society.

SUNDERLAND.—The three Life-boats belonging to the Sunderland Shipowners' Society, have, at the request of that body, been transferred to the management of the NATIONAL LIFE-BOAT INSTITUTION, which had previously had a Life-boat of its own at the port, named the *Florence Nightingale*. The Society has, at a large expense, placed the three Life-boat establishments, as well as its own, in a state of complete efficiency; a new house having been built at the No. 1 station, and a new Life-boat, carriage, boat-house, and launching slipway provided for the No. 4 station; while the other two stations have been put in first-class order. The munificent sum of 680*l.*, being the usual cost of a Life-boat establishment, was presented to the Institution on behalf of the No. 4 Life-boat by Mrs. ELIZA FOULSTON, of South Kensington, and formerly of Plymouth, in memory of her late husband, after whom the boat is named the *John Foulston*. The Life-boat station was inaugurated on the 6th Feb. last, when the boat was launched in the presence of a large concourse of persons, and which, no doubt, would have been much larger if the day had not, unfortunately, turned out wet.

The Mayor, WM. NICHOLSON, Esq., was present, to accept the Life-boat on behalf of the town, supported by the members of the Local Committee, of which Mr. ALDER-

MAN REID is the chairman, and JOHN LAMBTON, Esq., the treasurer, J. HORAN, Esq. being the present hon. secretary.

The three other Sunderland Life-boats, and the one stationed at Whitburn, which is also under the management of the Sunderland Committee, had been launched and assembled on the spot to show to all assembled the complete state of the Sunderland Life-boat establishments, and the band of the local police was also present, and played at intervals throughout the proceedings.

When all was in readiness, the Inspector of Life-boats, after referring briefly to the circumstance of the Sunderland Shipowners' Life-boat Society having merged in the NATIONAL LIFE-BOAT INSTITUTION, which had taken all the Life-boats of the locality under its management, and expended a large sum in completing and renovating the establishments, formally inaugurated the new boat, on behalf of the Institution and of Mrs. FOULSTON. He stated that, looking to the importance of the port, and its great trade, the Committee in London had determined to make the establishments as efficient and as complete as possible; and had, accordingly, expended a much larger sum on them than was customary, but that they trusted the wealthier members of the local community would all the more readily come forward with their subscriptions in support of them, seeing that the Institution had now no less than 233 Life-boats stationed round the whole coasts of the United Kingdom. That they with confidence handed over to them their new boat, and felt sure that the boatmen of the port would likewise perform their share of the humane work, by the exercise of their courage and skill whenever their services might be required.

The Mayor, in reply, expressed, on behalf of himself and townsmen, their sense of the liberality of the donor of the boat and of the Institution, which he hoped would be liberally responded to, and stated that the work of saving life from Shipwreck was happily one which every one must feel to be a good one, and in the promotion of which all could cordially unite.

Mrs. NICHOLSON, the Mayoress, then broke a bottle of wine on the boat, and named it the *John Foulston*, and it immediately ran down the new slipway, and

was warmly cheered by the multitude assembled.

The whole five Life-boats then rowed a match for some small prizes given on the occasion, and the proceedings terminated.

The new boat, which is a very fine one, 36 feet long, and rowing twelve oars, was generally much admired, as was also the substantial and handsome boat-house provided for it.

HOWTH, DUBLIN BAY.—A new 33-foot 10-oared Life-boat and carriage have been provided for this station in the place of the smaller single-banked boat, which the crew did not consider was powerful enough to meet the requirements of the locality. They were conveyed, free of charge, to their destination in February last, on board one of the steamers of the British and Irish Steam-Packet Company. The expense of the boat and equipment was defrayed by a Friend, through Miss BAKER and THOMAS CHAPMAN, Esq., F.R.S., the Deputy Chairman of the Institution, the boat, at the request of the donor, being named the *Clara Baker*.

TYNEMOUTH, NORTHUMBERLAND.—The Institution has furnished to this station a new Life-boat, 33 feet long, 8 feet 1 inch wide, and rowing 10 oars, double-banked, with transporting-carriage, in the place of a smaller boat. The new one has been appropriated to the Ancient Order of Foresters, it being named the *Forester*. The Order has liberally presented two boats to the Institution, and it also contributes every year towards the maintenance of its boats.

PORHCRAWL, SOUTH WALES.—The small 6-oared boat on this station was found, from experience, to be hardly large enough for the place, and it has been replaced by a new boat, 32-feet long, 7½ feet wide, and pulling 10 oars, double-banked. A new transporting-carriage was also sent with the boat. The expense of the same was the gift to the Institution of Miss J. E. CHAFYN GROVE, a lady residing in Wiltshire, the boat being given as a memorial of her late brother, who was a liberal benefactor to the Life-boat Society, and after whom the Life-boat is named the *Chafyn Grove*. A pleasing demonstration took place on its arrival at its station last March. A procession was formed, which escorted the boat on its carriage to

the Newton Sands, when three cheers were heartily given for the benevolent donor, who had paid a special visit to the Life-boat station on the occasion of the first launch of her boat. Miss CHAFYN GROVE then presented the boat to the Inspector of Life-boats, on behalf of the Institution, and named it in the usual way by breaking a bottle of wine over its bows, expressing a wish at the same time that God might prosper it. Afterwards the boat was launched from its carriage into the sea. Heavy snow-storms prevailed during the day, but they fortunately kept away during the whole ceremonial, and everything connected with it passed off very well.

DROGHEDA, IRELAND.—A distressing Shipwreck (that of the brig *Manly*, of Whitehaven) having taken place on the south shore of the Boyne, outside Drogheda Harbour, the local residents expressed a desire that an additional Life-boat station might be established in that district. Accordingly the Institution decided, after mature consideration, to form a Life-boat establishment at Mornington, on the south side of the mouth of the Boyne, in addition to the original station on the north side. A new 10-oared boat, 32 feet in length by 7½ feet in breadth, was sent there, with a transporting-carriage, in July last, and placed in a commodious boat-house built for them on a suitable site. The expense of the Life-boat was met by a legacy bequeathed to the Institution by the late HENRY FOTHERGILL CHORLEY, Esq., of Eaton Place West, with the view to a Life-boat, named the *John Rutter Chorley*, being placed on the coast. The Life-boat and carriage were granted a free conveyance from London to Dublin on board one of the steamers of the British and Irish Steam-Packet Company. On the 7th August, the Assistant-Inspector of Life-boats had the Life-boat conveyed on its carriage from the boat-house to Bettystown Strand, a distance of nearly three miles, to show those who had been of opinion that it was not possible to transport the Life-boat there in time to be of any service in the event of a wreck in that direction, that it could be done. The boat was then launched close to the place where the wreck of the ill-fated *Manly* took place, and the crew put through the usual exercise.

# HOW WE SAVED THEM!

## A LIFE-BOAT BALLAD.

*Presented by the Author and Composer to the National Life-boat Institution.*

Written by W. C. BENNETT, LL.D.

Composed by J. L. HATTON.

PIANOFORTE.

*Allegro con brio.*  
*f*

The first system of the piano accompaniment features a treble and bass clef with a key signature of one sharp (F#) and a common time signature (C). The tempo is marked 'Allegro con brio' and the dynamic is 'f'. The right hand plays a rhythmic pattern of eighth notes with slurs and accents, while the left hand provides a steady accompaniment of eighth notes. There are two sixteenth-note chords marked with a '6' in the right hand.

The second system continues the piano accompaniment with the same rhythmic and harmonic structure as the first system, maintaining the 'Allegro con brio' tempo and 'f' dynamic.

“Look a - live, men!” . was the shout, Scarce

The third system introduces a vocal line in the upper staff, which begins with the lyrics “Look a - live, men!”. The piano accompaniment continues in the lower staves, providing a rhythmic accompaniment for the vocal line.

heard a - bove the roar Of the thund-'ring bil - lows

The first system of music features a vocal line in the upper staff and a piano accompaniment in the lower two staves. The key signature is one sharp (F#) and the time signature is 4/4. The vocal line begins with a half note 'heard', followed by quarter notes 'a - bove', a half note 'the', and quarter notes 'roar'. The piano accompaniment consists of a rhythmic pattern of eighth notes in the right hand and chords in the left hand. Dynamic markings include *sf* (sforzando) in the piano part.

tum - bling out From the night up the grat - ing

The second system continues the vocal line with quarter notes 'tum - bling', a half note 'out', a half note 'From the night', and quarter notes 'up the grat - ing'. The piano accompaniment maintains the rhythmic pattern, with dynamic markings of *sf* and *mf* (mezzo-forte).

shore: "Look a - live!" "Ay, rea - dy!" And far

The third system begins with the vocal line on a whole note 'shore:', followed by quarter notes '"Look a - live!"', quarter notes '"Ay, rea - dy!"', and a half note 'And far'. The piano accompaniment features a more complex rhythmic pattern with dynamic markings of *sf*.

out from the foam a - gain, Shot a rock-et— a burn-ing

The fourth system continues with quarter notes 'out from the foam a - gain,', quarter notes 'Shot a rock-et—', and quarter notes 'a burn-ing'. The piano accompaniment features a dense texture of chords and rhythmic patterns, with dynamic markings of *sf*.

star, Blood-red—through the blinding rain. “Now, ne-ver a wild-er

*sf* *sf* *sf* *p*

night Have we launch'd us to sea, God knows! But the

Good-win's sent up that light; Hur - rah! to the storm she

*cres.* *f* *ten.* *cres.* *f*

goes. Hur - rah! to the storm she

*con anima.* *con anima.*

goes. Hur-rah! to the storm she goes!"

*sf* *sf* *ff* *ped.* *sf* ⊕ *sf*

*ped.* *sf* ⊕ *sf* *sf* *sf*

## 2.

"Bend to it, my mates! pull all!  
 Drive her out through the racing foam!  
 We'll save those for help who call,  
 Before we again see home.  
 Steer coolly, now, old mate—steer!  
 You hold their lives in your hand;  
 Through all, we'll pull; never fear  
 But we'll get the poor souls to land.  
 Our boat is the queen of tight boats;  
 How well to that sea she rose!  
 Nothing beats our beauty that floats:  
 Hurrah! to the wreck she goes!"

## 3.

"To leeward! I hear their cries:  
 That shout, it came down the gust.  
 Steady all, men! ah, there she lies;  
 Pull under her lee, we must.  
 Now, quick! stand by with the coil!  
 Cool, cool, steady, mate! Now throw!  
 They have it! The sea may boil,  
 But safe to the shore they go.  
 The children! That woman first!  
 Wrap them aft! Thank God for those!  
 Now, in with the rest! The worst  
 Is past. Off to shore she goes!"

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

GREAT YARMOUTH AND CAISTER. — On the 24th September, 1871, while it was blowing strongly from the S.E., and a heavy sea was running, a vessel at anchor on a lee shore, near Caister, exhibited signals of distress. The No. 1 Life-boat on that station, the *Birmingham*, was thereupon launched, but there was so much sea on the beach, that she was filled with water before she was got off. On reaching the vessel, which had five feet of water in her hold, and which was the schooner *Angora*, of Bangor, the beachmen boarded her, and with the aid of the crew succeeded in getting the water under, and a steam-tug coming up, the vessel and those on board were safely taken into Lowestoft Harbour. On their way the sloop *Trafalgar*, of Cley, was seen with signals of distress in the rigging. Leaving the schooner in the care of the steamer, the Life-boat men proceeded to the other vessel, and found she was in great peril, as she was leaking very fast, had lost one anchor and cable, and had only 2 men on board, one of whom had only one hand. The poor fellows were very glad to avail themselves of the assistance of several of the Life-boat men, who cleared the sloop of water, and took her also into Lowestoft Harbour.

Again, on the 31st October, the brigantine *Norval*, of Seaham, while lying at anchor in Yarmouth Roads, sprang a leak, and the water gained on the vessel so fast that signals of distress were made, whereupon the Caister No. 1 Life-boat put off to the assistance of the vessel, and was fortunately enabled, with the help of a steamer, to take her safely into the harbour at Gorleston, by which time she had nine feet of water in her hold.

On the 14th November both the Life-boats on the Caister station, as well as the Yarmouth No. 1 Life-boat, the *Mark Lane*, went off to the assistance of the screw-steamer *Benjamin Whitworth*, of Middlesborough, which had grounded on the Cross Sand, near Great Yarmouth. The Caister No. 2 Life-boat, the *Boys*, first proceeded to the stranded vessel, to be in readiness in case during the night the weather should get worse, when the position of those on board, including 38

men from the shore who had gone to render assistance, would be very perilous. By 10 o'clock at night the wind had increased to a heavy gale from the south, and the Life-boat was driven from the ship, and being unable to regain her, the crew made for the shore, and took out their larger No. 1 Life-boat, which came to the steamer, and lay by her until she came off the Sand. The Yarmouth No. 1 Life-boat had also gone out to the steamer, but her services were not called into requisition.

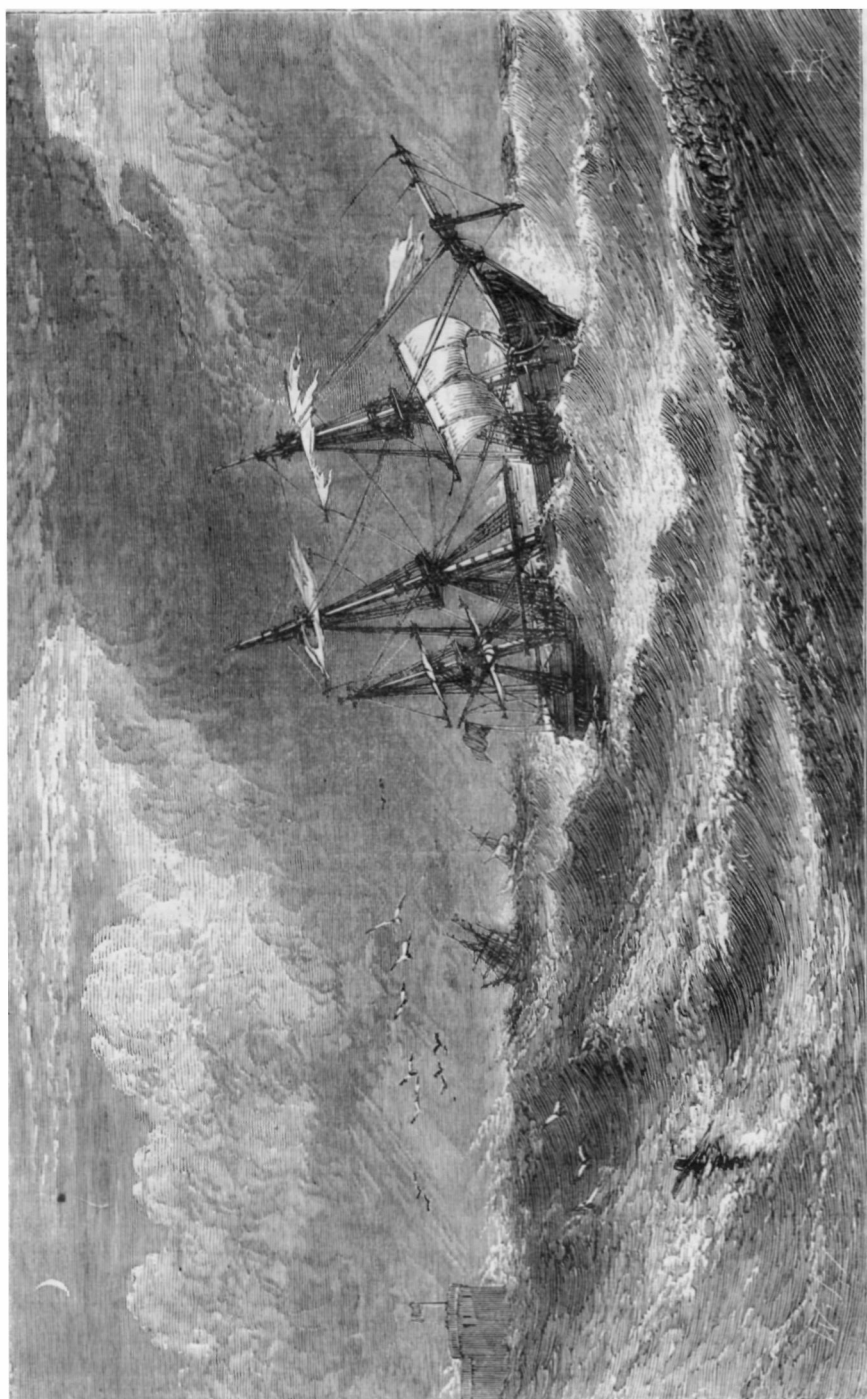
On the 6th December the brig *Champion*, of Shoreham, was observed in the direction of the Corton Sand during a N.E. gale, with a heavy sea. The Yarmouth No. 1 Life-boat put off to her assistance, and found that she was riding on the top of the sand, with a very heavy sea breaking around her. The anchors of the vessel were then slipped, and with the assistance of the Life-boat she was got round before the wind; the Life-boat crew afterwards boarded her and brought her to anchor, and, with some assistance, got her safely into harbour.

On the same day, the Caister No. 2 Life-boat was launched during a strong gale from E.N.E., and was fortunately enabled to get the Norwegian brig *Typhon* off the Barber Sand, and to take her safely into Yarmouth Harbour. There was a heavy sea on the sand, the breakers falling on the ship's deck, and the spray flying up to her lower yards.

On the following day a brig was seen burning tar-barrels very near the breakers on Yarmouth Beach, during a fresh wind from E. by S. The Yarmouth No. 2 Life-boat, the *Duff*, was at once taken to the spot, and, after much difficulty, was launched through the surf, and, on reaching the vessel, took out the crew, and rode some distance from the ship, until 4 o'clock the next morning, when a steam-tug came out of the harbour, and after the crew had again been put on board the vessel, she was towed into harbour. She proved to be the brig *Azela*, of Blyth.

PETERHEAD, N.B.—A severe gale was experienced at Peterhead, N.B., on the 22nd September, and two heavily-laden





A WINTER GALE

fishing-boats which had been proceeding northward made for the harbour. One, being more to the southward, was enabled to sail with her bow to the sea; but her companion, the *George and Ann*, of Cairnbulg, being to the northward, had to run before the sea, a position of considerable jeopardy, as was evidenced by the sail being occasionally taken off her. It was not expected that she would live in the increasing sea, but, encouraged by the appearance of the Life-boat, *Dundas People's Journal*, No. 1, which had put off to their aid, the crew made sail, and, with the Life-boat in company, reached the harbour in safety. The crew were in an exhausted condition, and were very thankful to the Life-boat men for so promptly going out to help them.

The Life-boat was again afloat on service on the 1st October. On that day the schooner *Courier*, of Lerwick, while at anchor in Peterhead Bay, made signals for assistance on the gale increasing from the eastward. A large pilot-boat put off, but the sea was so heavy that she had to return to the shore without being able to render any aid. Thereupon the Life-boat was launched, and put 4 men on board the schooner, which was ultimately brought safely into harbour with the loss of part of her sails.

Again, on the 19th November, this valuable Life-boat did good service when she was launched during a gale from S.S.W., to the barque *Albion*, of Rostock, which had gone ashore at Kirkton Head, and was happily the means of rescuing the crew of 10 men. The night was very dark, with heavy seas and rain, and much credit was due to the Life-boat men for the admirable manner in which they performed this service. The boat was taken afloat at half-past 9 o'clock on the Sunday night, and sailed down to the wreck, a distance of about four miles. After taking off the shipwrecked crew, the vessel was left at 11:10 P.M., but in consequence of the strength of the ebb-tide, and the force of the wind, it was impossible then to pull the boat back to Peterhead, and she therefore landed the men at the harbour of Buchan Haven at about 1:40 A.M., afterwards returning to her station on the flood-tide, about 8 A.M.

CULLERCOATS, NORTHUMBERLAND.—On the 27th September three fishing cobles,

belonging to Cullercoats, while returning from fishing about 9 o'clock in the morning, were unable to cross the bar, owing to the heaviness of the sea. The wind was blowing from the east at the time, and the crew of the Life-boat *Palmerston*, being apprehensive of an accident, at once put off in their boat to the assistance of the cobles, the crews of which, however, reached the shore in safety, one of the boats having a very narrow escape from being swamped.

RYE AND WINCHELSEA, SUSSEX.—A heavy southerly gale was experienced here on the 27th September, and the brigantine *Cyrus*, while running for Rye Harbour, grounded outside the East Pier, and as the tide rose she filled, and the crew, fearing the mast would part, took to the bowsprit. When their perilous situation was observed, the *Arthur Frederick Fitzroy* Life-boat, stationed at Rye, was launched, and proceeded to their assistance. On account of the heaviness of the gale, she experienced much difficulty in getting alongside the wreck, but happily she was ultimately enabled to save the crew of 9 men, who were landed in Rye Harbour. The boat acted very well, having been nearly all the time in broken water; and the behaviour of her crew was also highly spoken of. At an earlier period of the day they had gone off in the Life-boat to the vessel when she first stranded; but their proffered aid was declined at that time, although the master was glad to signal for the Life-boat later, when his ship was under water with a heavy sea breaking over her, and both boats sunk.

On the 14th December the ship *Robina*, bound from Aguilas, in Spain, to Shields, went ashore off Jury's Gap. The Rye Life-boat *Arthur Frederick Fitzroy*, and the Solicitors' and Proctors' Life-boat *Storm Sprite*, stationed at Winchelsea, were launched to the aid of the shipwrecked men, a high wind blowing at the time and a heavy sea running. The first-named boat saved 8 men, and the other Life-boat rescued the remaining 9 men from the wreck.

WHITBY.—At dusk on the evening of the 2nd October the schooner *Dispatch*, of this port, was making for the harbour, when the wind suddenly fell, and she drove over the rocks into the broken

water. The master immediately showed a signal of distress, when the No. 1 Life-boat, *Robert Whitworth*, was quickly launched, and proceeded to the schooner; and after the Life-boat men had succeeded in getting her anchor and towing her into a safe position, the master and crew of 2 men left her, she being in a leaky state at the time, and they were safely landed in the Life-boat through a heavy sea. The next morning the vessel was still riding at her anchor, and as there seemed some hope of saving her, the wind being fair, although the sea was very heavy, the Life-boat placed the master and crew again on board, and, with assistance, the schooner was taken on to Hartlepool.

On the 6th December a strong gale of wind, accompanied by a heavy sea, came on suddenly, and six of the fishing-cobles belonging to the port, each containing 3 men, were overtaken by the storm. On their perilous position being observed, the No. 1 Life-boat, the *Robert Whitworth*, and the No. 2 Life-boat, were launched. The first-named boat saved 12 men, forming the crews of four cobles, the remaining 6 men being rescued by the other Life-boat. The six cobles were afterwards washed on to the beach in a very damaged state, most of their gear and all their fish being lost.

HUNSTANTON, NORFOLK.—The schooner *Major*, of Lynn, ran aground at Holme on the morning of the 30th September. The Life-boat, *Licensed Victualler*, was at once despatched to the distressed vessel, and was, fortunately, the means of rescuing the crew, consisting of 3 men and a boy. The Life-boat behaved admirably in this service, and was excellently managed. This valuable boat was presented to the Life-boat Society about five years ago by Licensed Victuallers, and she has since that period rescued 36 persons from different shipwrecks.

SKEGNESS, LINCOLNSHIRE.—On the same day, during a very strong N.E. gale, with a heavy sea, the Skegness Life-boat, *Herbert Ingram*, rendered valuable service to distressed vessels and their crews. In the first instance a flag of distress was seen from a passing brig, called the *Regina*, of London; the Life-boat put off and followed her, and eventually succeeded in rescuing the crew, 7 in number. Just on the arrival

of the boat on shore, several large ships, with their sails a good deal tattered, were seen approaching, and two of them struck on the Knock Sand. The boat again proceeded out, and, after a strong effort, succeeded in reaching the two vessels. The crew of one, the *James*, of London, refused to leave her, but 7 men of the brig *Orb*, of Whitby, were brought on shore. Later in the day the crew of the *James* were seen to take to their boat, and were lost sight of for a time, the sea being very rough. The Life-boat was again launched, but the crew of the brig landed in Wainfleet Haven in their own boat, and the Life-boat crew, seeing them safe, followed the brig *Orb*, which had then floated off, boarded her, and took her up Boston Deep. The *James* afterwards became a total wreck on the Knock. The Life-boat behaved admirably while performing these services, and much praise was due to the crew, for it was very rough, and they were out altogether for nearly twenty-four hours, in which time they were thus instrumental in saving 14 lives.

SCARBOROUGH.—On the 2nd October the Life-boat *Mary*, on this station, was taken off by a volunteer crew to assist four fishing-cobles, which, while making for the harbour, were in much danger on account of the very heavy sea running round the pier-head. They were all escorted in by the Life-boat in safety. One coble that had previously come in had shipped a very heavy sea, and was nearly lost. The Life-boat remained off ready to render assistance to a Penzance boat that was drifting fast towards the shore, but the wind freshened, and she was able to beat off.

CADGWITH, CORNWALL.—The Pilchard Seine belonging to this Cove being endangered on the 10th October from want of proper mooring, and the weather being too rough for launching any ordinary boat, the Life-boat *Western Commercial Traveller*, was lent to its crew to enable them to take out an extra grapnel to the net, which principally belonged to them, and which contained a large quantity of fish. The Life-boat behaved very well in the heavy ground seas she had to encounter.

LYTHAM, LANCASHIRE.—The schooner *Venus*, of Preston, whilst entering the

port on the 20th October, late on the tide, during a strong westerly wind, struck on the Horse Bank, on which a good deal of sea was then running. The Life-boat *Wakefield* was then taken out to the vessel, and, at the request of the crew of the schooner, remained alongside until they got out of their perilous position.

On the 9th November the French brig *Jeune Colombe*, bound from St. Malo to Preston, went ashore on the Horse Bank, during a N.W. gale with a heavy ground swell. The Lytham Life-boat promptly went to the assistance of the master and crew; but they could not be got to understand the perilous position in which they were placed, and ultimately the Life-boat had to return to the shore with only 2 of the crew of the brig. The Life-boat men were, however, very loth to leave the rest of the crew to perish, and they therefore again proceeded out, and the 5 men left on board the vessel were then only too glad to come into the boat, which brought them safely to shore.

Three days afterwards the same Life-boat was also the means of rescuing the crew of 4 men from the schooner *Jubilee*, of Preston, which, during foggy weather, stranded on the north end of the Horse Bank. When the crew were brought ashore by the Life-boat a heavy ground-swell was breaking on the sandbank, but in the evening the sea went down, and the vessel having held together, the master secured the services of the Life-boat and some fishing-boats, and after transferring a portion of the cargo to the latter, the schooner floated off, and was afterwards taken into harbour.

#### SUMMARY OF THE

#### MEETINGS OF THE COMMITTEE.

THURSDAY, 3rd Oct., 1872: THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Also the Report of Capt. J. R. WARD, R.N., the Inspector of Life-boats to the Institution, on his recent visits to the Life-boat Stations at Girvan, Ballantrae, Port Logan, Whithorn, Kirkcudbright, Scarborough, Lowestoft, and Pakefield.

Also the Report of Capt. D. ROBERTSON, R.N., the Assistant-Inspector of Life-boats, on his recent visits to Rhosneigr, Cemaes, West Hartlepool, Seaham, and Sunderland.

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

|                                                                                                                                                 | £. | s. | d. |
|-------------------------------------------------------------------------------------------------------------------------------------------------|----|----|----|
| "OUT-PENSIONER" Life-boat Fund, per Major BROCKMAN, additional . . . . .                                                                        | 10 | 0  | 0  |
| Harvest Thank-offerings from Rype, and Chalvington, Sussex, per Rev. R. S. SUTTON, M.A. . . . .                                                 | 5  | 19 | 11 |
| Commander C. G. JONES, R.N., and some Blue Jackets and Marines of the Cricket Club of H.M.S. <i>Pert</i> . . . . .                              | 5  | 0  | 0  |
| Amount of collection made after a Sermon in the Free Church of England, Lynmouth, Devon, on 15th Sept., per Rev. FREDERICK NEWMAN, D.D. . . . . | 4  | 10 | 0  |
| Portion of Harvest Thank-offering at Newton parish church, Sudbury, Suffolk, on 12th Sept., per Rev. C. SMITH . . . . .                         | 2  | 10 | 0  |
| —To be severally thanked.                                                                                                                       |    |    |    |

Reported that the late W. R. LLOYD, Esq., of Clifton, had bequeathed a reversionary Legacy of 50l. to the Institution, duty free.

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

Reported the transmission to their stations of the new Life-boats for Scarborough and Rhosneigr, demonstrations having taken place at both stations on the occasion of the inauguration of the Life-boats.

Decided that various works be carried out at the Plymouth, Winterton, and North Deal Life-boat Stations, at an expense of 52l. 4s.

The Committee expressed their deep regret at the death of Lady CORRON SHEPPARD, who had been a most liberal supporter of the Life-boat cause.

Reported that the Kingsbridge Court of the Ancient Order of Foresters had kindly presented to the Salcombe Branch of the Institution the sum of 25l., being the proceeds of a fête held by them in the park of WILLIAM ROOPE ILBERT, Esq., at Bowringsleigh, near Kingsbridge, where the Life-boat was exhibited.—To be thanked.

Decided to appropriate the Morte Bay Life-boat Station to the legacy bequeathed to the Institution by the late ROBERT ARRON, Esq., of Taunton, for the purpose of providing a Life-boat, to be named the *Grace Woodbury*, and stationed on the Devonshire coast.

Read letter from Mr. C. S. MERRIMAN, of New York, of the 6th Sept., calling attention to his patent Waterproof Dress and Life Preserver.—To be acknowledged.

Voted the thanks of the Institution to W. H. HOLMES, Esq., and J. J. HEAD, Esq., in acknowledgment of their past valuable co-operation as the Honorary Secretaries, respectively, of the Hayle and Cardigan Branches of the Institution.

Paid 1,024l. 19s. 8d for sundry charges on various Life-boat Establishments.

Voted 9l. 5s. to pay the expenses of the Sidmouth Life-boat in putting off, while it was blowing a gale from the south, on the 5th Sept., and saving 8 men from the brig *Frederick William*, of Guernsey, which was in distress off Sidmouth.

Also 7l. 10s. to pay the expenses of the Broadstairs Life-boat in going out, during moderate weather, with the view of rendering assistance to the barque *Aida*, of Drammen, which had gone on the South Calliper Sands, on the 10th Sept. Fortunately, however, the services of the Life-boat were not called into requisition.

The Bude, Swansea, Fraserburgh, New Brighton, and Porthcawl Life-boats had also been got out in readiness to render assistance to different

distressed vessels; but ultimately the services of the Life-boats were not required. The expenses thus incurred amounted to 47l. 15s. 6d.

Reported the services of the Newbiggin Life-boat, in putting off, during a very heavy gale from the S.W., on the 23th Sept., and bringing ashore from the schooner *Perseverance*, bound from Sunderland to Leith, a man whose skull had been fractured by a blow received from the handle of the windlass, and who proved to be dead when they reached the land. The Life-boat afterwards put off and succeeded in taking the vessel safely into Shields.

Voted the thanks of the Institution, inscribed on vellum, to Mr. ROBERT HUGHES, the Honorary Secretary of its Rhyl Branch; and the thanks of the Society and I. to a lad named EDWARD JONES, for rescuing from the water, and afterwards resuscitating, a gentleman named LINDSAY HALL, who was in imminent danger of being drowned while bathing at Rhyl, on the 2nd July.

Also the thanks of the Institution to Mr. GEORGE LE HUNTE, jun., and 10s. each to four men who, with himself, formed the crews of two boats named the *Witch* and *Kate*, for saving the crew of 3 men from the fishing boat *Lily*, which was capsized during the Wexford Regatta, while it was blowing hard from the S.E., on the 5th Sept.

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

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

Also the Report of the Inspector of Life-boats, on his recent visits to the Pembrey, Porthcawl, and Burnham Life-boat Stations.

Also the Report of the Assistant-Inspector of Life-boats, on his visits to Tynemouth, North and South Shields, Sunderland, Newbiggin, Blyth, Whitburn, Cullercoats, Alnmouth, Hauxley, Boulmer, North Sunderland, Berwick-on-Tweed, Holy Island, Dunbar, Leeds, Huddersfield, Bradford, Whitehaven, and Matlock Bath.

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

|                                                                                                                     | £. | s. | d. |
|---------------------------------------------------------------------------------------------------------------------|----|----|----|
| Mrs. ANNE GOMONDE, additional . . . . .                                                                             | 20 | 0  | 0  |
| Contents of Contribution-boxes at Well Street Sailors' Home, per Capt. WEBB, R.N., additional . . . . .             | 16 | 19 | 5  |
| Rev. C. E. FEW, M.A., additional amount collected by him on behalf of the <i>Lee Shore</i> Life-boat Fund . . . . . | 12 | 12 | 0  |
| W. B. M., "A Thank-offering" . . . . .                                                                              | 5  | 0  | 0  |

—To be severally thanked.

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

|                                                                                                 | £.   | s. | d. |
|-------------------------------------------------------------------------------------------------|------|----|----|
| The late EDWARD FIRBANK, Esq., of Uplyme, Devon, payable after the death of his widow . . . . . | 1000 | 0  | 0  |
| The late Mrs. JANE SMITH, of Coldstream, N.B. . . . .                                           | 50   | 0  | 0  |

Reported the receipt of 680l., from "A Lady," to defray the cost of the Newquay (Cardigan) Life-boat establishment, the boat being named the *Nelson*.—To be thanked.

Also 500l. from the Rev. T. KEBLE, of Bisleigh Vicarage, Stroud, the amount having been set apart by some members of his family, now deceased, to defray the cost of a Life-boat.—To be thanked, and to suggest that the boat might be named the *John Keble*, after the well-known author of *The Christian Year*. [The family, in responding to the suggestion, fully approved of it.]

Decided that the deep sympathy of the Committee be conveyed to Lady WALKER, on the occasion of the decease of her husband, Sir WILLIAM WALKER, H.C.S., who had been a Member of the Committee, and a valuable co-adjutor of the Institution.

Also to the family of the late WILLIAM YEO, Esq., of Appledore, North Devon, who had been a very liberal supporter and zealous coadjutor of the Life-boat work in his district.

Voted the thanks of the Institution to the Rev. HENRY ROOKE, M.A., J. L. STEWART, Esq., and Mr. D. McMILLAN, in acknowledgment of their past valuable co-operation, in the management of the Wicklow and Cantyre Branches of the Society.

Reported the transmission to its station of the new large Life-boat for Pakefield, near Lowestoft, also a new carriage for the Southport Life-boat.

Read letter from the Chief Harbour Master at Melbourne, of the 10th Sept., asking for information as to the work of the Institution, and adding that they now had on that coast five very efficient stations supplied with Life-boats, and the rocket and mortar apparatus.—Decided that this request be complied with.

Decided also that various works be carried out at the Porthcawl and Cemaes Life-boat Stations, at an expense of 89l. 5s.

Paid 1019l. 2s. 8d. for sundry charges on various Life-boat establishments.

Voted 12l. 2s. to pay the expenses of the Penmon Life-boat in putting off, during a fresh breeze from the N.W., and bringing safely ashore from Puffin Island 6 persons belonging to the barque *Queen of the Fleet*, bound from Carnarvon to Liverpool, which had stranded on that island on the 3rd Oct.

Also 16l. 5s. to pay the expenses of the Portrush Life-boat in going off while it was blowing a N.N.W. gale on the 3rd Oct., and saving 7 men from the brigantine *Amanda*, of Coleraine, which had stranded near the White Rock.

Also 12l. 18s. to pay the expenses of the Thurso Life-boat in rescuing 14 persons from the brigantine *Mary Holland*, of Liverpool, and the brig *Eliza*, of Belfast, both of which vessels were in distress in Scabster Roads, on the 4th Oct.

Also 31l. 1s. to pay the expenses of the Orme's Head Life-boat in saving 8 persons from the flat *Swallow*, of Runcorn, and the flat *Peter*, of Liverpool, on the 10th and 16th Oct.

Also 15l. 15s. to pay the expenses of the Holy Island No. 1 Life-boat in putting off during a very heavy gale, and rescuing 3 persons from the sloop *Elizabeth*, of Sunderland, which had gone ashore on the Partin Steel Rocks on the 11th Oct.

Also 16l. 5s. to pay the expenses of the Walmer Life-boat in going off during a southerly gale, and saving 4 men from the schooner *Hero*, of London, which became a total wreck on the Goodwin Sands on the 16th Oct.

Also 11l. 6s. to pay the expenses of the Rye Life-boat in putting off while it was blowing from the S.S.W. on the 24th Oct., and rescuing 3 persons from the barge *Urgent*, of Rochester, which sunk off Jury's Gap.

Also 21l. 5s. 6d. to pay the expenses of the Dungeness Life-boat in going off on the 25th Oct., and saving 4 men from the ketch *Zebre*, of Jersey, which was in distress off New Romney.

Also 15l. to pay the expenses of the Penarth Life-boat in putting off during a W.S.W. gale on the 1st Nov., and remaining alongside the barques *Magna Charta* and *Janbyrd*, which had been in collision in Cardiff Roads.

Reported the services of the Newquay (Car-

digan) Life-boat in putting off during a strong gale from the N.N.E. on the 16th Oct., and rendering assistance to the ship *Antigua*, of Greenock, which was in a distressed condition off Newquay.

Also the services of the Caister No. 1 Life-boat in assisting to save the ship *St. Johanner*, of Dantzic, and her crew of 18 men, which vessel had stranded on the Middle Cross Sand during a fresh breeze from the south on the 18th Oct.

The same Life-boat also succeeded on the 5th Nov. in saving the schooner *Grace*, of Whitstable, which had stranded on the South Cross Sand.

Also the services of the Palling No. 1 Life-boat in helping to save the barque *Lily*, of South Shields, which had gone on the Hasborough Sands on the 24th Oct.

Also the services of the Dungarvan Life-boat in rendering valuable assistance to the brigantine *Richard Thompson*, of Belfast, which had stranded on Dungarvan Bar during a fresh breeze from the S.S.W. on the 24th Oct.

Also the services of the Pembrey Life-boat in going off while it was blowing heavily from the westward, and saving the distressed brig *Alfred*, of Littlehampton, and her crew of 7 men.

Voted 159l. 8s. 4d. to pay the expenses of the Life-boats at Arklow, Wicklow, Cardigan, Bude, Orme's Head, Dunbar, Rhyl, Wexford, Montrose, Kirkcudbright, Winchelsea, Poolbeg, Mullion, Rye, Walmer, and Kingsdowne, in either assembling the crews or putting off in reply to signals of distress from different distressed vessels which, fortunately, did not ultimately require the services of the Life-boats. The Ramsgate and Caister Life-boats had also been out with the view of rendering assistance to distressed vessels.

Also 7l. 10s. to 15 men belonging to Hasborough, for putting off in a yawl and bringing ashore from the Hasborough Lightship the crew of 11 men from the barque *Eyrend*, of Mandal, which was wrecked off that coast during a W.N.W. wind on the 23rd Oct.

Also 5l. to some Whitby men for saving, by means of ropes and lifebuoys, 6 persons from the brigantine *Lucy*, of Great Yarmouth, which had gone on the rocks at Whitby during a N.N.E. gale on the 11th Oct.

Also 2l. to 2 men belonging to the schooner *Traveller*, of Yarmouth, for saving 5 persons from a coast-guard boat which had capsized off Skegness, on the Lincolnshire coast, on the 16th July.

Also 2l. to JOHN CAMPBELL, of Bushmills, Co. Antrim, for swimming out and saving 2 men from a boat which had capsized at Port Braddon, on the Irish Coast, during a N.E. wind on the 6th Sept.

Also 1l. to WILLIAM DAWSON and another man, for putting off in a boat and rescuing 2 men from a fishing-boat which had capsized off Garliestown, N.B., during a fresh breeze from the N.W. on the 3rd Oct.

Also 1l. to two men belonging to Bucks, North Devon, for putting off in a small punt, and rescuing a man whose boat had capsized off that place while it was blowing from the N.W. on the 7th Oct.

Thursday, 5th Dec.: THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Also the Report of the Assistant-Inspector of Life-boats on his recent visits to the Rye, Valentia, and Queenstown Life-boat Establishments.

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

|                                                                                                | £.  | s. | d. |
|------------------------------------------------------------------------------------------------|-----|----|----|
| The Dowager-Marchioness of WESTMINSTER                                                         | 100 | 0  | 0  |
| Trustees of the late THOMAS BOYS, Esq., per G. H. WHITE, Esq., additional                      | 50  | 0  | 0  |
| Lady VIVIAN, further on behalf of her Life-boat Fund                                           | 50  | 0  | 0  |
| N. R., further on behalf of his Life-boat Fund                                                 | 50  | 0  | 0  |
| Newport (Monmouth) Historionic Club, per W. J. DIX, Esq., additional                           | 36  | 17 | 4  |
| Portion of the residue of the Estate of the late J. J. TANCRED, Esq., of Pearville, Co. Dublin | 350 | 0  | 0  |
| — To be severally thanked.                                                                     |     |    |    |

Reported the receipt of 2,500l., being the legacy bequeathed to the Institution by the late Mrs. DUNDAS DRUMMOND, of Kensington, a liberal annual subscriber to the Institution. The legacy is to be applied in the formation and support of a Life-boat to be named the *Henry Dundas*, and stationed on the coast of England or Wales.

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

|                                                                                                                                                                                 | £. | s. | d. |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|----|----|
| The late Mr. JOHN DOUGLAS of Boston, Lincolnshire, Comedian, residue of his estate (after death of his wife). The late Miss SARAH RAW of South Shields, for the Tyne Life-boats | 50 | 0  | 0  |

Paid 2,344l. 18s. 2d. for sundry charges on Life-boat Establishments.

Voted 17l. 17s. 6d. to pay the expenses of the Cleethorpes Life-boat in rescuing 2 men from the barque *Queen Victoria*, of Lynn, on the 10th November.

Also 20l. 11s. to pay the expenses of the Fishguard No. 1 Life-boat in saving the crews, consisting of 11 men, of the smacks *John and Grace*, of Milford, *Mary*, of Cardigan, and *Commerce, Lion*, and *Ellen Owen*, of Cardigan, on the 10th Nov.

Also 34l. 6s. to pay the expenses of the Scarborough Life-boat in rescuing 20 persons from the brig *Palestine*, of Whitby, the brig *E. J. D.*, of Nantes, and from a boat from the Hamburg steamer *Allemania*.

Also 18l. 18s. to pay the expenses of the Greencastle Life-boat in bringing ashore 2 men from the barque *L. G. Bigow*, of Yarmouth, Nova Scotia, on the 11th Nov.

Also 16l. 10s. to pay the expenses of the North Sunderland Life-boat in rescuing the crew of 6 men from the schooner *Don*, of Jersey, on the 10th Nov. Subsequently the crew of the Life-boat again went off and succeeded in taking the vessel into harbour.

Also 7l. 7s. 6d. to pay the expenses of the Wells Life-boat in taking to Wells the crew of 10 men from the lugger *Northumberland*, of Hamburg, who had been compelled to leave their vessel during a northerly gale on the 11th Nov.

Also 25l. 10s. to pay the expenses of the Lowestoft No. 1 Life-boat in going out on the 13th Nov., and rescuing the crew of 10 men from the brig *Expedite*, of Drobak.

Also 13l. 2s. to pay the expenses of the Plymouth Life-boat in saving 9 persons from the brigantine *Laurel*, of London, on the 23rd Nov.

Also 32l. 5s. to pay the expenses of the Whitburn Life-boat in going off twice and saving 15 persons from the barque *Canada Belle*, of Whitby, on the 23rd Nov.

Also 24l. 7s. 6d. to pay the expenses of the Abersoch Life-boat in rescuing the crew of 4 men of the schooner *Maria*, of Aberystwith, on the 23rd Nov.

Also 12l. 17s. to pay the expenses of the New-

castle (Dundrum) Life-boat in rescuing, on the 26th Nov., 8 men from the barque *Juliana*, of Riga.

Also 15*l.* to pay the expenses of the Lyme Regis Life-boat in saving the crew of 14 men from the barque *Casibelaanus*, of North Shields, on the 26th Nov.

Also 7*l.* 14*s.* to pay the expenses of the Swansea Life-boat in rescuing 14 men from the brig *Paladino*, of Messina, on the 26th Nov.

Also 6*l.* 10*s.* to pay the expenses of the Tenby Life-boat in putting off, on the 26th Nov., and remaining alongside the distressed schooner *Aden*, of Liverpool, until she was safely anchored.

Reported the services of the Ramsgate Life-boat in putting off, on the 14th Nov., and rescuing the brig *Marguerite*, of Cherbourg, and her crew of 8 men, when she went on the Goodwin Sands.

Also the services of the Caister No. 2 Life-boat in saving the distressed schooner *Médiateur*, of Nantes, and her crew of 6 men, on the 15th Nov.

Also the services of the New Brighton (tubular) Life-boat in assisting, on the 16th Nov., to save the barque *Vale of Nith* and her crew of 21 men.

Also the services of the Port Isaac Life-boat in rescuing the distressed fishing luggers *Castle* and *J. T. K.*, of that place, and their crews of 8 men, on the 20th Nov.

Also the services of the Arklow Life-boat in putting off, on the 29th Nov., and rendering valuable assistance to the stranded brigantine *Fanny Palmer*, of Youghal.

Voted 288*l.* 11*s.* to pay the expenses of the Life-boats stationed at Whithorn, Padstow, Cadgwith, North Deal, Montrose, Wells, Palling, Hasborough, Pakefield, Hunstanton, Teignmouth, Kes-singland, Caister, Newbiggin, Fraserburgh, Holyhead, Tenby, New Brighton, Mullion, Penarth, Swansea, Piel, Irvine, Castletown, Wicklow, and Peterhead, in either assembling the crews or putting off, in reply to signals of distress from various vessels, which subsequently did not require the aid of the Life-boats.

Also the Silver Medal of the Institution, a copy

of the Vote inscribed on vellum, and 5*l.* each to Mr. CHARLES BLAMPIED, farmer, Mr. ELLIAS WHIT-LEY, farmer, and JOHN BOUCHARD, labourer, of St. Martin's, Jersey, in acknowledgment of their gallant and determined services in putting off twice in a small boat during a heavy gale from the westward, and proceeding a long distance to the ship *Isabella Northcote*, of Christiania, which had gone on the Ecrehos Rocks off the Jersey coast, on the 2nd Nov. The three brave men were enabled in the two trips, under the most perilous circumstances, to save the whole of the crew, 18 in number. The shipwrecked men were landed on a rock, where they were carefully tended in a hut by a poor man named CHARLES PINEL and his wife, who were most generous and hospitable to them. A reward of 5*l.* was voted by the Institution to the PINELS for those kind services.

Also 5*l.* to the crew of the lugger *Champion*, of Ramsgate, for saving, in their small boat, 7 men from the brig *Ariel*, of Shoreham, which had been wrecked on the Goodwin Sands during a strong W.S.W. breeze, on the 2nd Nov.

Also 5*l.* to four men for rescuing, in the galley punt *Leader*, 1 man from the barque *Hiamatha*, which was wrecked on the Goodwin Sands while it was blowing a gale from the N.E., on the 13th Nov.

Also 3*l.* to four men for putting off in a coast-guard galley, and rescuing the crew of 4 men from the lighter *Jane*, of Belfast, which became a total wreck near Whitehouse, co. Antrim, during a S.W. gale on the 6th Nov.

Also 1*l.* to two men belonging to Penarth for saving, by means of their punt, a man belonging to the smack *Ann*, of Bristol, which sunk on the East Flats, off Cardiff, while it was blowing hard from the W.S.W. on the 23d Nov.

Also the thanks of the Institution, inscribed on vellum, and 1*l.* to Mr. J. SEGRUE, 1*l.* each to RICHARD MAUNDER and RICHARD KERWIN, and 2*l.* to four other men for bringing safely ashore from the Mewstone, 2 men and a boy who had taken refuge on that rock on the 24th Oct.

SUMMARY OF THE YEAR'S WORK.

THE work of the NATIONAL LIFE-BOAT INSTITUTION, in saving life from Shipwreck in the year 1872, may thus be briefly summarised:—

|                                                                                                 |              |
|-------------------------------------------------------------------------------------------------|--------------|
|                                                                                                 | Lives saved. |
| By Life-boats . . . . .                                                                         | 569          |
| By Shore-boats and other means, for whose services<br>the Institution granted rewards . . . . . | 170          |
| Total . . . . .                                                                                 | 739          |

The Preservation of Life to which the Institution has devoted itself for nearly half a century, has been considered in all ages as an act deserving of every meed of gratitude and encouragement. The highest and humblest are often made widows and orphans by the violence of the storm, as was too frequently seen during the fearful gales of last December. To-day it is the great captain in his proud war-ship, who goes down with five hundred men into the ocean's bosom. To-morrow it is the poor woman, with her children round her—who, on the desolate beach, mourns for the manly heart that will return no more—for the night has been stormy—and the fishermen have all been "drowned."

It only remains for us at the commencement of the year, to pray that it may not be so stormy as the past year; and to appeal to the public at large for their continuous support to the Life-boat Institution, which is so merciful and patriotic in its design, and which is so constantly giving practical proofs of its successful working in saving life from Shipwreck.

# 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—Tynemouth (two boats)  
 Durham—Whitburn—Sunderland (four boats)—Seaham—West Hartlepool (two boats)—Seaton Carew  
 Yorkshire—Middleborough—Redcar—Salburn—Ruswick—Ugging—Whitby (two boats)—Scarborough—Filey—Flamborough (two boats)—Bridlington—Hornsea—Withernsea  
 Lincoln—Cleethorpe—Donna Nook—Theddlethorpe—Sutton—Chapel—Skegness  
 Norfolk—Hunstanton—Wells—Blakeney—Sheringham—Cromer—Mablethorpe—Fasborough—Falling (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—Barnstable—North Deal—Walmer—Kingsdown—Dover—Dunbar  
 Sussex—Rye—Winchelsea—Hastings—Eastbourne—Newhaven—Brighton—Shoreham—Worthing—Selsey—Chichester Harbour  
 Hampshire—Hayling Island  
 Isle of Wight—Bembridge—Briststone Grange—Brooke  
 Alderney—St. Anne  
 Guernsey—St. Sampson's  
 Dorset—Poole—Chapman's Pool—Kimmeridge—Weymouth—Lyne Regis

South Devon—Sidmouth—Exmouth—Teignmouth—Brixham—Salcombe—Plymouth  
 Cornwall—Looe—Fowey—Mevagissey—Porlloe—Falmouth—Porthoustock—Cadgwith—Lizard—Mullion—Porthleven—Fenance—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—Maryport—Silloth  
 Isle of Man—Ramey—Douglas—Castletown

## WALES.

Glamorganshire—Penarth—Porthcawl—Swansea  
 Carmarthenshire—Pembrey—Carmarthen Bay  
 Pembrokeshire—Tenby—Milford—Solva—St. David's—Fishguard (two boats)  
 Cardiganshire—Cardigan—Newquay—Aberystwith  
 Merionethshire—Aberdovey—Barmouth  
 Carnarvonshire—Portmadoc—Abersoch—Porthmillaen—Orme's Head  
 Anglesey—Llanddwyyn—Rhosneigr—Rhosolyn—Holyhead—Cemaes—Bull Bay—Moelfre—Penmon  
 Denbighshire—Llanddulas  
 Flintshire—Rhyll (Tubular)

## SCOTLAND.

Kirkcudbright—Kirkcudbright  
 Wigtonshire—Whithorn—Port Logan  
 Ayrshire—Ballantrae—Girvan—Ayr—Troon—Irvine—Ardrossan  
 Isle of Arran—Kildonan  
 Argyllshire—Campbeltown—Southend  
 Caithness-shire—Thurso  
 Orkney Islands—Stromness  
 Elginshire—Lossiemouth  
 Banffshire—Buckie—Banff  
 Aberdeenshire—Fraserburgh—Peterhead  
 Kincardineshire—Stonehaven  
 Forfar—Montrose (two boats)—Arbroath—Baddon 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—Skeries—Howth—Poolbeg—Kingstown  
 Wicklow—Greystones—Wicklow—Arklow  
 Wexford—Courtown—Cahore—Wexford (two boats)—Carnore—Duncannon  
 Waterford—Tramore—Dungarvan—Armore  
 Cork—Youghal—Rallycotton—Queenstown—Courtmacsherry  
 Kerry—Valentia

Total, 233 Life-boats.

## Services of the Life-boats of the Institution in 1872.

|                                                                             |                                                                                |    |                                                                                                            |    |                                                                          |    |
|-----------------------------------------------------------------------------|--------------------------------------------------------------------------------|----|------------------------------------------------------------------------------------------------------------|----|--------------------------------------------------------------------------|----|
| <i>Aden</i> , schooner, of Liverpool—remained by vessel                     | <i>Euphemia</i> , barque, of Maryport                                          | 2  | <i>L. G. Biplow</i> , barque, of Yarmouth N.S.                                                             | 2  | <i>Sorrento</i> , steamer, of Shields                                    | 22 |
| <i>Alfred</i> , brig, of Littlehampton, saved vessel and .....              | <i>Essex</i> , schooner, of Milford—assisted to save vessel and ..             | 5  | <i>Magna Charis</i> , barque, of Halifax, N.S., and Norwegian barque, <i>Janyrd</i> , remained by vessels. | 4  | <i>Spearside</i> , ketch, of St. Malo                                    | 4  |
| <i>Amanda</i> , brigantine, of Coleraine                                    | <i>Expedita</i> , brig, of Drobak                                              | 10 | <i>Mavis</i> , brig, of Colchester—saved vessel and crew .....                                             | 8  | <i>Starling</i> , schooner, of Yarmouth                                  | 5  |
| <i>Amelia</i> , smack, of Aberystwith                                       | <i>E. J. D.</i> , brig, of Nantes                                              | 8  | <i>Mary</i> , brig, of Colchester—assisted to save vessel and ..                                           | 4  | <i>Stella</i> , yacht, of London                                         | 7  |
| <i>Andwiga</i> , ship, of Greenock, rendered assistance                     | <i>Fairy Queen</i> , boat, of Llandudno                                        | 1  | <i>Mary Grace</i> , schooner, saved vessel and .....                                                       | 7  | <i>Stralsund</i> , ship, of Stralsund                                    | 15 |
| <i>Ark</i> , brig, of West Hartlepool                                       | <i>Fearful</i> , brig, of Sunderland                                           | 8  | <i>Mary Holland</i> , brigantine, of Liverpool                                                             | 7  | <i>St. Johannes</i> , ship, of Danzig, assisted to save vessel and ..    | 18 |
| <i>Bolton Abbey</i> , ship, of Liverpool—rendered assistance                | <i>Filey</i> fishing yawls—rendered assistance                                 | 1  | <i>Meditator</i> , schooner, of Nantes—assisted to save vessel and ..                                      | 6  | <i>Swallow</i> , flat, of Runcorn                                        | 3  |
| <i>Cabine</i> , barque, of Newcastle                                        | <i>Flora</i> , schooner, of Exeter                                             | 5  | <i>Neptunus</i> , barque, of Soon, Norway                                                                  | 14 | <i>Sweet Home</i> , schooner, of Youghal                                 | 2  |
| <i>Cassida</i> , brig, of White                                             | <i>Forn</i> , brigantine, of Liverpool                                         | 6  | <i>New Bazton</i> , lugger, of Great Yarmouth—saved vessel and ..                                          | 10 | <i>Sin/1</i> , schooner, of Wexford                                      | 5  |
| <i>Caroline Phillips</i> , sloop, of Port Isaac                             | <i>Frederick William</i> , brig, of Guernsey                                   | 8  | <i>Northumberland</i> , fishing lugger of Flamborough—rendered assistance                                  | 6  | <i>Spi/1</i> , schooner, of Great Yarmouth                               | 5  |
| <i>Cassidannus</i> , barque, of North Shields                               | <i>Hector</i> , brigantine, of Liverpool                                       | 6  | <i>Oat</i> , Norwegian schooner—rendered assistance                                                        | 2  | <i>Thomas</i> , brigantine, of Dumfries                                  | 3  |
| <i>Cadle &amp; J. T. K.</i> fishing-boats of Port Isaac—saved vessels and   | <i>Hera</i> , schooner, of London                                              | 4  | <i>Orient</i> , brig, of Stenton—rendered assistance                                                       | 2  | <i>Tripoli</i> , screw steamer, of Glasgow—remained by vessel            | 3  |
| <i>Cockatoo</i> , smack, of Grimsby—boat of .....                           | <i>Henrietta</i> , brig, of Memel                                              | 9  | <i>Palatine</i> , brig, of Whitley                                                                         | 6  | <i>Urgent</i> , barque, of Rochester                                     | 3  |
| <i>Commander Bolling</i> , brig, of Grimsby                                 | <i>Idaho</i> , ship, of Bath, Maine, U.S.                                      | 23 | <i>Palladino</i> , brig, of Messina                                                                        | 14 | <i>Uragay</i> , steamer, of Liverpool—remained by vessel                 | 5  |
| <i>Commerce</i> , <i>Lion</i> , and <i>Ellen Owen</i> , smacks, of Cardigan | <i>Ireland</i> , ship, of Liverpool—assisted to save vessel                    | 1  | <i>Paltan</i> , brig, of Sunderland—assisted to save vessel and ..                                         | 8  | <i>Val of Nith</i> , barque, of Liverpool—assisted to save vessel and .. | 21 |
| <i>Criterion</i> , brig, of Arbroath                                        | <i>Isabella Granger</i> , schooner, of Whitley, assisted to save vessel and .. | 6  | <i>Perseverance</i> , schooner—saved vessel and .....                                                      | 1  | <i>Vanguard</i> , schooner, of Carnarvon—rendered assistance             | 5  |
| <i>Cygnat</i> , schr., of Worthington                                       | <i>Jane</i> , barque, of Rochester                                             | 2  | <i>Peter</i> , flat, of Liverpool                                                                          | 4  | <i>Viking</i> , barque, of Sunderland                                    | 7  |
| <i>Defender</i> , brig, of Sunderland                                       | <i>Jenny Lind</i> , barque, of Aland                                           | 2  | <i>Queen of the Fleet</i> , barque                                                                         | 5  | <i>Vicount Lambton</i> , brig, of Rochester                              | 8  |
| <i>Dow</i> , schooner, of Jersey—saved vessel and .....                     | <i>John and Grace</i> , smacks, of Milford and <i>Mary</i> , of Cardigan       | 4  | <i>Queen Victoria</i> , sloop, of Lynn                                                                     | 2  |                                                                          |    |
| <i>Duro</i> , Dutch schooner                                                | <i>Juliana</i> , barque, of Briga                                              | 8  | <i>Richard Thompson</i> , brigantine, of Belfast, assisted to save vessel and ..                           | 5  |                                                                          |    |
| <i>Eglantine</i> , brig, of Whitley, assisted to save vessel and ..         | <i>Jupiter</i> , ketch, of Hamburg—rendered assistance                         | 1  | <i>Rusco Castle</i> , brig, of London—assisted to save vessel and ..                                       | 7  |                                                                          |    |
| <i>Eleanor</i> , barque, of Quebec—saved vessel and .....                   | <i>Lara Douglas</i> , brig, of London—assisted to save vessel and ..           | 6  |                                                                                                            |    |                                                                          |    |
| <i>Eliza</i> , brigantine, of Blyth                                         | <i>Laurel</i> , brigantine, of London                                          | 9  |                                                                                                            |    |                                                                          |    |
| <i>Eliza</i> , brig, of Belfast                                             | <i>L'Etode</i> , brig, of St. Malo                                             | 8  |                                                                                                            |    |                                                                          |    |
| <i>Elizabeth</i> , sloop, of Sunderland                                     | <i>Lily</i> , barque, of South Shields—assisted to save vessel                 | 10 |                                                                                                            |    |                                                                          |    |
| <i>Ellen</i> , barque, of Llanely—saved vessel and crew .....               | <i>Little Dorrit</i> , yacht, of Weymouth                                      | 8  |                                                                                                            |    |                                                                          |    |
| <i>Ennadine</i> , barque, of Bordeaux                                       | <i>Lothian</i> , brig, of Blyth                                                | 8  |                                                                                                            |    |                                                                          |    |
| <i>Enchanter</i> , barque, remained by vessel                               |                                                                                |    |                                                                                                            |    |                                                                          |    |

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1872) the ROYAL NATIONAL LIFE-BEAT INSTITUTION expended £16,654 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 739 persons from various Shipwrecks on our Coasts, for which services it granted 19 Silver Medals and Votes of Thanks on Vellum, and pecuniary rewards to the amount of £2,637.

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 21,435; for which Services 91 Gold Medals, 836 Silver Medals, and £39,100 in cash have been paid in Rewards.

The expense of a Life-boat, its equipment, transporting—carriage, and boat-house, averages £700, in addition to £70 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, FERGIVAL, and Co., 76 Lombard Street; by all the other Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London, W.O.—February, 1873.

Total of Lives saved in Twelve Months. } 739