

THE LIFE-BOAT,

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SIGNALS OF DISTRESS.

THE terrible loss of the *Northfleet*, and of nearly 400 human beings, who had entrusted themselves to her safe keeping, has strikingly indicated the need, which had often previously been felt, of some more definite system of signals of distress, which should, with little likelihood of mistake, tell its own tale, and imply that help from the shore, or from neighbouring vessels, was at once required.

It may seem strange, and undoubtedly it is so, that, considering the enormous interests at stake, and the frequency of accidents to merchant vessels, more especially on our own dangerous coasts, no such system of night signals should have been long since adopted as would have made it impossible that a large emigrant ship at anchor in the midst of a fleet of other vessels, and within a short distance of the shore, should have thus succumbed, with the greater part of those on board her, without a helping hand being extended to them, notwithstanding their urgent appeals for aid.

Yet so it is; and just as we have been satisfied to require that passenger ships should be provided with Life-boats, without defining of what description they should be, so have we also been satisfied that signals of distress, especially in the night, should likewise be undefined.

And thus it has happened that the

despairing cries of this affrighted, stricken multitude, brought little or no relief, the flights of rockets which were thrown up by them being, by every one who saw them, supposed to be only signals for a pilot, or as being discharged from some homeward-bound ship, in mere joyfulness of heart, by those on board, on their safe return to their native land.

So great, however, has been the public excitement caused by this sad disaster, that we may now reasonably hope a simple system of signals of distress will be established by the Government, and incorporated in the new Merchant Shipping Act. We propose to make some suggestions on the subject.

In the first place, it is indispensable that signals of distress should be few in number and readily distinguishable from all other signals, and especially those shown in the night, since persons, having to interpret them on the land, would in general have no code of signals to refer to, but would have to trust to their memories alone.

Secondly, they should not be of an expensive or unwieldy character, or of a kind requiring skilfulness in their use, or they would not be available for all classes of vessels. For instance, guns and rockets would never be efficiently worked on board colliers and other coasting vessels.

Thirdly, it would be desirable, as far as possible, to utilise articles already on board

rather than to provide new ones unavailable for any other use.

Amongst various other systems that have been proposed is one invented by Captain P. H. COLOMB, R.N., consisting of flashes at long and short intervals, the flashes being produced by blowing, through an india-rubber tube, an inflammable powder into the flame of an ordinary spirit lamp, which flashes are of a very brilliant character, and would be visible from a distance of many miles. Or, again, apparent flashes of less brilliancy would be produced by merely showing a light of momentary duration by means of revolving or other screens concealing it or exposing it at pleasure. This system is in use in the British and other war navies, and has, we believe, been found to work well, officers and signalmen being trained and practised in its use. We consider, however, that the case would be quite different in the circumstance of signals made to the shore by merchant vessels in distress, since the local boatmen could not be trained or practised in their use. Besides they would, we believe, be frequently misled by them, more especially when seen from a flat shore in rough weather, when, from the motion of the intervening waves, all lights within a few feet of the water have necessarily a flashing appearance, being only seen at intervals.

Again, the Board of Trade, after conferring with members of the Trinity Board and other authorities, have proposed the following system, by which it will be observed that nothing more is attempted than to distinguish between signals of distress and signals for a pilot:—

SIGNALS.—PILOTAGE AND DISTRESS.

1. Signals to be made by Ships wanting a Pilot.

In the Day-time.—The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a pilot in the day-time, viz.:—

1. To be hoisted at the fore, the Jack or other national colour usually worn by merchant ships, having round it a white border one-fifth of the breadth of the flag; or

2. The International Code Pilotage Signal indicated by P.T.

At Night.—The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a pilot at night, viz.:—

1. A blue light every 15 minutes; or
2. A bright white light, flashed or shown at short or frequent intervals, just above the bulwarks, for about a minute at a time.

2. Signals of Distress.

In the Day-time.—The following signals, numbered 1, 2, and 3, when used or displayed together or separately, shall be deemed to be signals of distress in the day-time:—

1. A gun fired at intervals of about a minute.

2. The International Code signal of distress indicated by N.C.

3. The distant signal, consisting of a square flag having either above or below it a ball or anything resembling a ball.

(The Ensign Union down has been advisedly omitted, because many foreign flags are the same whether right side or wrong side up; and because it is hoped that the signals now suggested may become international.)

At Night.—The following signals, numbered 1, 2, 3, and 4, when used or displayed together or separately, shall be deemed to be signals of distress at night:—

1. A gun fired at intervals of about a minute.

2. Flames on the ship (as from a burning tar barrel, oil barrel, &c.).

3. Rockets of any colour or description, fired one at a time at short intervals.

4. Blue lights, burned one at a time at short intervals.

Board of Trade, 30th January, 1873.

We acknowledge that special distress signals should be, for the reasons above given, as limited in number as possible, and that signals defining the particular description of help needed, such as a steam-tug, anchor or cable, boats and hands to discharge cargo and lighten ship, medical aid, &c., should be left to the ordinary means for signalling, in the day-time, by the mercantile code of flags, which at present exists. We do think, however, that night signals should go to the extent of defining whether the danger existing, and the help needed, affected human lives or property only. For not only may it be reasonably supposed that, at least as far as Life-boats are concerned, greater and prompter efforts would often be made to afford the required help if it were known that lives were at stake, but the very large expense which is often incurred by the unnecessary launching of Life-boats, when property only is in danger, would frequently be saved.

In such cases, on the Life-boats of the NATIONAL LIFE-BOAT INSTITUTION arriving at the spot whence signals of distress have proceeded, their crews are frequently informed by the Master that he has no

need of their services and only requires a pilot, or a steam-tug, or other aid; in fact, in several instances, they have been treated with great rudeness, not being allowed to go alongside, and even being threatened with violence, apparently from the fear that some claim would be made for payment.

A very simple means of making this distinction would be by the use of coloured lights, to be used in conjunction with the ordinary signals of distress hitherto adopted, and being supplementary to them, but not to supersede them: and as no other colours would be necessary than those already required to be carried on board every ship, viz., red and green, nothing new would have to be provided.

We have been given to understand that the authorities of the Board of Trade have expressed their strongest disapproval of the use of coloured lights in consequence of those lights not being seen from so great a distance as uncoloured ones. The same reasoning, however, would naturally discard the use of the red and green lights, as bow lights which are now required by law to be carried on board every English vessel, viz., the red on the port and the green on the starboard bow, and which have been adopted, we believe, by all other nations. We therefore think it a mistake to discard, on principle, the use of coloured lights.

We do not propose to condemn as unsuitable the signals above proposed by the Board of Trade. On the contrary, we think that the distinction of a difference of interval between the time of discharge of blue lights, according as they might be signals of distress or for pilots, a very good one; the minute gun, which had become a mere practical expression, being returned to, in conjunction with its sister rocket, as the signal of distress, and the longer interval of about fifteen minutes being adopted as the signal for a pilot.

Let this system be in part adopted; yet inasmuch as that the smaller class of vessels, including all descriptions of coasters, will carry neither guns nor rockets, and would

never put them to satisfactory use if they had them, and as it is to that class of vessels that disasters most frequently occur, it would only apply to vessels having guns and rockets on board, and whose crews knew how to use them and could make them available in times of emergency.

But, in addition to all distress signals now in use, or thus proposed, viz., guns, rockets, and blue lights at minute intervals when available, burning tar-barrels, flares (tow or oakum steeped in turpentine and ignited), and ordinary lights, which should simply imply distress and help needed, we propose that when lives are in danger, as in the case of the *Northfleet*, the red or port bow light should be exhibited in the direction from which help might be expected; whilst, if the danger was to property only, the green, or starboard bow light should be shown.

In the former case, if the signals were made to the shore, it would be at once known that the services of a Life-boat were required, and in the latter case, that any available means for saving property, such as a steam-tug, ordinary hovelling boats, &c. were alone needed.

As an exemplification of the suitability of such an arrangement, we may quote the case of the *Northfleet*, which, had it been in existence, would only have had to show her red light to the surrounding vessels, in accompaniment with her rockets, when a general alarm would have been given, and boats would have flocked to her from all directions, including a Life-boat belonging to the NATIONAL LIFE-BOAT INSTITUTION, from the land.

But should such a system be adopted, its success need not be limited to the distance to which the red and green bow lights would be distinguishable, since there is a portable and cheap pyrotechnic light, ignited by percussion, and therefore independent of fire or matches to ignite it, made of various colours, and as brilliant as an ordinary blue light, which is admirably suited for the purpose. Twenty of them, half of them being red and half

of them green, together with the handle by which they are ignited, could be kept in a small tin box, a few inches long in the Master's cabin or in other readily accessible place, and their cost is only eight-pence each; the handle, which is indestructible, and by striking which on the palm of the hand, or elsewhere, they are ignited, costing 3s. 6d. These lights are manufactured and patented by Messrs. DYER AND ROBSON, Woolwich Road, Kent; they have been some years in use by the NATIONAL LIFE-BOAT INSTITUTION, and are found to answer in every respect. In a metal box they will keep several years without deterioration, and not one of them has ever been known to ignite spontaneously. In their use of these lights, and of DYER and ROBSON's rockets, bursting with a single red or single green star, the Institution has made the red colour (as being the colour of blood) to signify danger to life, and the green to signify help afforded, and danger no longer existing.

In conclusion, we will observe, having reference to the loss of the *Northfleet*, that we think it most desirable that every merchant vessel should be required to carry a bell, of moderate size, hung in a

frame, on the upper deck, and a little above her bulwark or side, so that nothing should intervene to prevent its sound being heard at some distance from her. On occasion of fire on board, or any other serious danger, or of contact with an approaching vessel being feared, it being instantly, loudly, and rapidly rung, as is a fire-bell on the land, would give immediate alarm, both to those on board the vessel, and to any other vessel near. Had the night watchman on board the *Northfleet* had such a bell within his reach and at once rung it, possibly it might have been heard in time on board the Spanish ship which ran into her, but if not it would have at once alarmed those below, and being repeated from ship to ship, a chorus of alarm bells would have quickly sounded on board the whole fleet which surrounded her, and quickly boats from all directions would have been speeding to the aid of her drowning passengers and crew.

We earnestly commend full consideration of this question to the Board of Trade, and trust that they will not too hastily discard the use of *colours* in signals of distress.

ROYAL COMMISSION ON THE MERCANTILE MARINE.

WE publish the following synopsis of the instructions given to the Royal Commission now inquiring into the condition of the Mercantile Marine of the United Kingdom, the same being given under Her Majesty's sign manual:—

VICTORIA R. * * * *

WHEREAS—We have deemed it expedient for divers good causes and considerations that a Commission should forthwith issue to make Inquiry with regard to the alleged unseaworthiness of British Registered Ships;—whether arising from overloading, deck-loading, defective construction, form, equipment, machinery, age, or improper stowage; and also to Inquire into the present system of Marine Insurance, the state of the Law as to the liability of Shipowners for injury to those whom they employ; and the alleged practice of under manning ships; and also to suggest any amendments in the Law which might remedy or lessen such evils as may be found to have arisen from the matters aforesaid.

And for the better enabling you to carry our royal intentions into effect. We do by these royal presents authorize and empower you, or any five or more of you, to call before you, or any five or more of you, such persons as you may judge necessary by whom you may be the better in-

formed of the matters herein submitted for your consideration, and every matter connected therewith, and to inquire of, and concerning the premises, by all other lawful ways and means whatsoever. And also to call for, and examine all such books, documents, papers, or records as you shall judge likely to afford you the fullest information on the subject of this, Our Commission, and to inquire of, and concerning the premises, by all other lawful ways and means whatsoever.

And we do further, by these presents, authorize and empower you, or any five or more of you, to visit and personally inspect such places in our United Kingdom as you may deem expedient for the more effectual carrying out of the purposes aforesaid, and to employ such persons as you may think fit to assist you in conducting any inquiry which you may hold. And we hereby command all, and singular, the justices of the peace, sheriffs, mayors, bailiffs, constables, officers, ministers, and all our loving subjects whatsoever, as well within liberties as without, that they may be as-

sistant to you, and each of you, in the execution of these presents.

And our further will and pleasure is, that you, or any five or more of you, do first report to us under your hands and seals (with as little delay as may be consistent with a due discharge of the duties hereby imposed upon you), with regard to overloading, and in the next place that you, or any five or more of you, do in the like manner report to us with regard to the unseaworthiness of ships, arising from deck-loading, defective construction, form, equipment, machinery, age, or improper stowage.

And, lastly, in the like manner, you, or any five or more of you, do report to us upon the other matters referred to you as aforesaid, and that you

may have power to certify unto us from time to time your several proceedings in respect of any of the matters aforesaid, if it may seem expedient for you so to do.

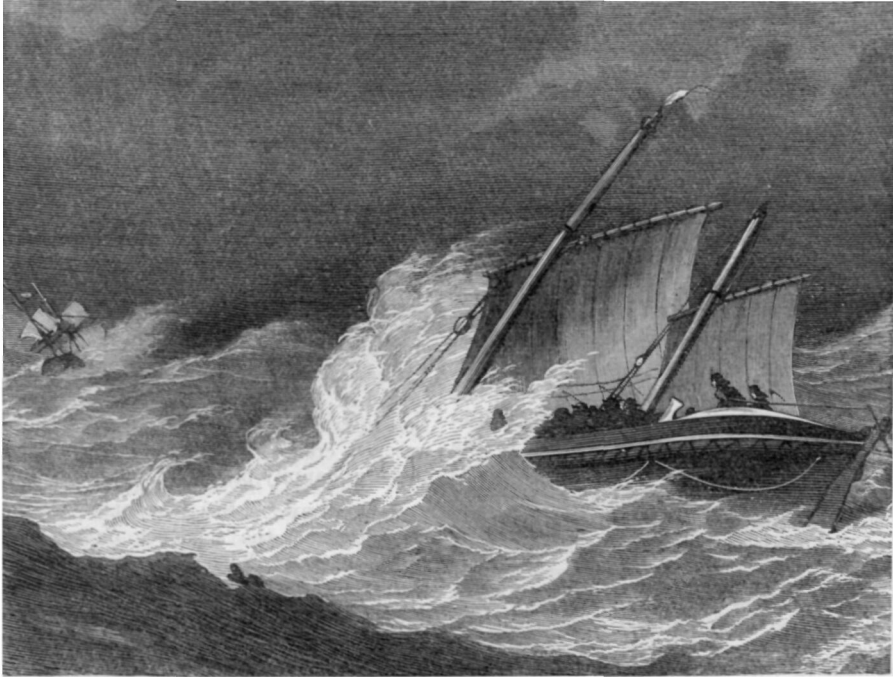
And we do further will and command, and by these presents ordain, that this, our Commission, shall continue in full force and virtue, and that you, our said Commissioners, or any five or more of you, shall, and may, from time to time, proceed in the execution thereof, and of every matter and thing therein contained, although the same be not continued from time to time by adjournment.

Given at our Court at St. James's, the 29th day of March, 1873, in the Thirty-sixth year of our Reign. By our Command.

(Signed) H. A. BRUCE.

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



RAMSEY, ISLE OF MAN.—The schooner *Pausillipo*, of Ramsey, while on a voyage from Whitehaven with coals, was caught in a gale off Ramsey, and after losing her mainboom, and having her mainsail split, went ashore, in a leaky state, to leeward of the North Pier, on the 29th of October, 1871, when she soon became waterlogged, the sea breaking heavily over her. The Life-boat *Two Sisters* put off, and, after

some difficulty, on account of the strength of the wind and sea, succeeded in bringing the crew of 3 men safely to shore. It was said that no ordinary boat could have kept afloat under such circumstances, but that the behaviour of the Life-boat was admirable on the occasion.

HOWTH, DUBLIN BAY.—The Life-boat on this station went out on the 31st

October, during a fresh gale from the E., and saved the crew of 5 men of the schooner *Adelaide*, of Malahide, which had gone ashore on the Baldoyle Sands. The position of the vessel was most dangerous, a very heavy sea breaking on the Bank at the time, and it was not without some difficulty that the Life-boat was enabled to effect the rescue of those on board.

**THEDDLETHORPE, LINCOLNSHIRE.**—On the 15th November the Life-boat *Dorinda and Barbara* on this station, put off, during stormy weather, to the assistance of the schooner *Excel*, of Goole, which had stranded on the Knock Sand. On reaching the vessel, which was in a sinking state, the Life-boat took off the captain's wife and 3 children, and afterwards assisted to get the schooner out of her dangerous position.

**PEMBREY, SOUTH WALES.**—On the same day a French schooner, the *Pierre Désirée*, got on the Hooper Sands, off Llanelly, during a moderate gale, with a heavy sea. On her signals of distress being seen, the Life-boat *Stanton Meyrick of Pimlico* was taken out to her assistance, and was successful in saving the vessel and her crew of 4 men. Unfortunately, one of the crew of the Life-boat had his leg seriously injured while helping to launch the boat.

**BROOKE, ISLE OF WIGHT.**—Again, on that day, during a gale from the W.N.W., the barque *Cassandra*, of Liverpool, was wrecked in Compton Bay, near this Life-boat Station, while on a voyage to the Thames from Madras. The Life-boat *George and Anne* was taken to the Bay, launched abreast of the ship, which was rolling heavily, and brought ashore 6 of the crew and an invalided seaman; it being arranged that should the services of the boat be again required, a signal should be made. About an hour afterwards, the signal of distress was exhibited, and the boat—which had been returned to her house—was got out again, immediately transported on her carriage to the scene of the wreck, and launched, under considerable difficulties, the sea breaking up the cliff at that time. The remainder of the shipwrecked crew, 14 in number, were then taken into the Life-boat and safely landed. There was a heavy sea running on both occasions, especially at the second launch, when it was making a clean breach

over the ship, but the Life-boat behaved very well.

**BURNHAM, SOMERSET.**—At daylight on the 17th November, the barque *Storm*, of Cardiff, was observed ashore about six miles from this place, with a signal of distress flying, the wind blowing strongly at the time from the N.N.E. The Life-boat *Cheltenham* was promptly taken out to the vessel in tow of the steam-tug *Victor*, when it was found she had parted two anchors and drifted on the rocks. At the time there were only the mate and 4 seamen on board, and, at their request, the steamer and Life-boat remained by them until the ebb-tide, when they returned to shore.

**HAUXLEY, NORTHUMBERLAND.**—The brig *Osborne*, of Hartlepool, bound from London to Granton, in ballast, went ashore at Hadstone Scarr during a strong southerly wind, and in a heavy sea, on the 20th November. As soon as the vessel was observed to be in danger the Life-boat *Algernon and Eleanor* put off, and was fortunately the means of saving the crew, numbering 8 men.

**BRAUNTON, NORTH DEVON.**—The brigantine *Nigretta*, of New York, drove on the Saunton Sands, in Barnstaple Bay, early on the morning of the 15th November, in a strong W.S.W. wind. The coxswain and crew of the Braunton Life-boat *George and Catherine*, being on the watch, at once proceeded in the Life-boat to the rescue, and were instrumental in saving 7 of the Shipwrecked crew. The second mate of the vessel unhappily perished.

**PALLING-BY-THE-SEA, NORFOLK.**—On the 7th December the schooner *Samuel and Ann*, of Great Yarmouth, went on the Horsey Bank while it was blowing a fresh gale from E.N.E., the night being intensely dark at the time. The Palling No. 1 Life-boat *Parsee* was launched with difficulty, and brought safely to shore the schooner's crew of 4 men. The heavy seas were making a clean breach over the wreck at the time.

**LOWESTOFT.**—During a heavy snow squall on the evening of the 7th December the fishing-luggers *Alexander*, of Yarmouth, and *Mussselburgh*, of Lowestoft, came ashore on the beach south of the harbour of Lowestoft. The crew of the first-named vessel were rescued by the rocket appa-

ratus, and the 11 men belonging to the *Musselburgh* were saved by the Pakefield No. 2 Life-boat, the *Henry Burford*, R.N. Before the Life-boat could be launched she had to be drawn along the beach on her carriage, and there being several inches of snow on the ground at the time the horses could not have managed it, had they not been vigorously aided by a large number of the beachmen, by whose help the boat was quickly and successfully launched.

RAMSGATE, NORTH DEAL, BROADSTAIRS, AND KINGSDOWNE.—Two large vessels went on the Goodwin Sands on the 18th December. They were the barque *Albert*, of Bremen, 750 tons, bound thence to the East Indies, and the barque *India*, of Shields, 700 tons, bound to that port from Quebec, with a cargo of timber. The vessels got on the Sands, within a short distance of each other, before daybreak, while the wind was blowing strongly from the S.W. On the signals of distress being observed, the Ramsgate Harbour steam-tug *Aid* and Life-boat *Bradford*, and the North Deal, Kingsdowne, and Broadstairs Life-boats, promptly proceeded to the sands, and efforts were made to get the vessels off, but without success, on account of the very heavy surf running all day on the Goodwin. On the tide flowing the *India* broke her back and sank, her crew of 16 men being however saved by the Ramsgate Life-boat, which transferred 6 of them to the Kingsdowne Life-boat. The crew of 16 men of the other vessel were saved by the North Deal Life-boat, together with 5 Broadstairs men, who came out to the wreck, and unfortunately lost their boat alongside. While the steamer *Aid* was towing out the *Bradford* Life-boat in the morning, the paddle-shaft of the starboard wheel broke, and the steamer had to return to the harbour, working her port engines and paddle-wheel; but the Life-boat pursued her way to the Sands under sail. When the disabled steamer got into Ramsgate, her consort, the *Vulcan*, immediately got up steam, proceeded out, and falling in, on their return, with the Ramsgate and North Deal Life-boats, which had on board the shipwrecked men, she took them in tow, and all were safely landed in Ramsgate Harbour about five o'clock in the evening. Thus 37 Shipwrecked persons were saved by the Life-boats from an inevitable death.

On this occasion the Kingsdowne Life-boat, while in search of the vessels in distress, crossed and re-crossed the Goodwin Sands four times, and in such crossings the boat was repeatedly filled by the heavy surf. When the *India* was sighted, the anchor was let go, and the boat veered down to the wreck, again filling several times from the tremendous sea on. The weather during the whole of the time the Life-boats were out was most terrible, the wind blowing a heavy gale, and the sea at the Sands running mountains high. The crew of the Kingsdowne boat started in the dark, with only such clothes on them as they could snatch up at the instant, and were nearly twelve consecutive hours wet to the skin and exposed to the fury of the gale, and had no other food than a few biscuits on board.

On the previous day the Kingsdowne Life-boat had gone out to the Goodwin Sands, in reply to signals of distress, and had found the barque *Veritas* ashore there. On account of the state of the weather, the shore boats that had gone off to her help were compelled to return, and at the request of the master, the Life-boat remained alongside for about five hours, when the vessel floated, and the Life-boat returned to her station.

MARYPORT, CUMBERLAND.—The brig *Wanderer*, of Maryport, was being towed into that harbour during a south-westerly gale on the 18th December, when the tow-rope broke, and she drove ashore behind the North Pier. The Life-boat *Henry Nixon*, No. 1, promptly put off through a heavy sea, and saved the whole of those on board the stranded vessel, 10 in number.

SWANSEA.—The Life-boat *Wolverhampton* went out on the 20th December, during a heavy gale from S.W., and took off the captain and 2 men from the smack *Charles Philip*, of Watchet, which was in a distressed condition in Swansea Roads, and had hoisted signals for assistance. The Life-boat also rendered valuable service to the vessel, which held to her anchors, and was taken safely into port after the storm had abated.

CLOVELLY, NORTH DEVON.—The schooner *R. B.*, of Bayonne, had anchored in Clovelly Roads on the 19th December, and it was ascertained that she was partially dis-

abled from loss of sails, spars, and both boats. On the following morning, in a very severe gale from the W.S.W. and heavy sea, she was observed to be dragging her anchors, and going rapidly to leeward. When it became evident that if she continued to drag she must inevitably go on shore, and become a total wreck, the Life-boat *Alexander and Matilda Boetefeur* was launched, and, after four hours of most dangerous service, the crew of 7 men were taken off the schooner, and brought ashore. The weather at the time this rescue was accomplished was described as being the worst experienced on this coast for many years; nevertheless the Life-boat men came forward with the utmost readiness; indeed there were sufficient volunteers to have manned two more such boats. The crew of the endangered vessel were very thankful to leave her, they having given themselves up for lost, as, independently of the risk their ship ran of being wrecked, they were in great danger of death from cold and exhaustion, they being nearly helpless from those causes when they were landed. After they had been taken off, their vessel drifted along before the gale, but happily, when day broke the next morning, she was discovered riding in safety, although in dangerous proximity to the lee shore; and when the weather had moderated the seamen were returned to their ship, which was then taken into Bideford Harbour for repairs.

ALDBOROUGH, SUFFOLK.—On the night of the 20th December, the Life-boat *George Hounsfeld*, stationed at this place, put off, during a gale from the S.W., in reply to signals of distress, in the shape of burning tar-barrels, from a vessel which proved to be the schooner *Rose*, of Ipswich, and which had gone on the Whiting Sand. On arriving alongside, the crew of the Life-boat found that the men on board were about to leave in their own boat, but, with the assistance of the Life-boat, the vessel and crew of 4 men were subsequently taken safely to Harwich, and then on to the port to which they belonged.

NEWQUAY, CORNWALL.—On the following day, the Greek brig *Calamidas* was in a very perilous position in Newquay Bay, during a strong N.N.W. gale, accompanied by a very heavy sea. The Coast Guard attended with the rocket apparatus, but

the ship was too distant from the shore to be reached by the rocket lines. The Life-boat *James and Elizabeth* was launched, and proceeded as quickly as possible to the spot, a distance of about six miles. Before, however, she arrived at the wreck, 10 of the crew had taken to their boat, and rowed along the shore outside the breakers, seeking a place where they could best try to beach their boat. Arriving abreast of Mawgan Porth, they turned to run the boat in, and in a few minutes every man would inevitably have perished, owing to the tremendously heavy cross-seas running in the Cove, and the resistless under-tow. At this moment the Life-boat was running up the coast under canvas on her way to the brig, on an opposite but parallel course to the ship's boat, and about 300 yards further from the shore. The boats were passing each other at the time the ship's boat turned to run for the beach, but the sea was then running so high that the crews of the two boats could not see each other, although so near, despite the signals from the people on the cliff. At this juncture, when a minute later would have been too late, the ship's crew caught sight of the dark-brown sails of the Life-boat, as she was lifted on the crest of a wave. They at once proceeded towards her, and were speedily on board the Life-boat, which was then only about a hundred yards from the brig. A few minutes afterwards the ship's boat, although a very fine boat, was struck by a heavy sea, which turned her over, filled her with water, and sent her among the rocks in fragments. The 10 rescued men were all Greeks. They were safely landed at Newquay Pier. Just before they reached the shore, the master gave the coxswain of the Life-boat to understand, by signs, that one of the crew had been left on board the ship, he declining to leave at the time the others made for the land. Having put the 10 men ashore, the Life-boat therefore again proceeded to the brig, and, after an absence of three hours, returned with the man in question.

[The services performed by the Life-boats of the Institution during the past year (1872), will be found detailed in the List of Rewards given in the Annual Report of the Institution, published on the 1st May last, pages 421-8.]



## SWIMMING COLLARS.

SWIMMING collars indeed! Who ever, until lately, heard of such a thing as a swimming collar? One has heard of "grinning through a horse-collar," but to swim in a collar seems, at first sight, so great an absurdity that the idea alone suffices to raise a smile. Nevertheless, the utility of a swimming collar is now an established fact, and when the subject is scientifically considered it becomes no absurdity at all; whilst from its simplicity, portability, cheapness, and convenience, the only wonder is that no one ever thought of such a thing before.

So high an opinion, indeed, have we formed of its general utility, after ourselves trying one, that we firmly believe its general adoption, when bathing, by persons who cannot swim, and by those who are indifferent swimmers, or even by the best swimmers if liable to cramp, would be the means of saving many lives.

The swimming collar is merely a very thin and light india-rubber circular, cylindrical, inflated tube, which is placed round the neck by being drawn over the head before inflation, or, in those for the use of women, tied round the neck. It is then inflated through a small tube, long enough to reach the mouth.

As, however, the india-rubber cylinder would not, of itself, be strong enough to bear rough usage, it is inclosed in an outer cover or case of elastic cotton, similar in texture to a cotton stocking, which outer cover being smaller than the inner tube is tightly filled before the latter is so, and thus receives all the strain from any outward pressure or blow. This is the same principle as that on which the American inflated tubular boat was constructed which some time since crossed the Atlantic, from New York to Southampton, and a description of which was given in the 67th number of this Journal: the ingenuity of which arrangement is unquestionable.

We have implied, above, that this little instrument is of a scientific character, and such is the case, not only in the matter of its construction, but in its application. In former articles on life-belts, we have pointed out the importance of all such instruments for providing artificial buoyancy being secured round the body as high as possible, all waist life-belts being secured close under the armpits. Yet it has never,

to our knowledge, occurred to any one to place the buoyancy in a higher position still, in the shape of a collar round the neck, until the idea happily occurred to Mr. H. MACINTOSH, the inventor of this little instrument.

Worn in that position, the head of the wearer cannot possibly remain under water, as the weight of the legs and lower portion of the body, if no exertion is made, naturally tend to bring the body into a vertical position, whilst the buoyancy of the collar, which will float an iron weight of 8 lbs., will raise his head quite out of the water, and float him with his mouth about 4 or 5 inches above its surface.

It must, however, be borne in mind that the swimming collar is not intended to supersede the life-belt, nor is it fitted to do so, since a proper life-belt will have sufficient buoyancy to float a person with the shoulders and chest above the water, which no belt or collar round the neck could do; but then a life-belt is a comparatively large and cumbersome thing, whilst the neck-collar, when uninflated and folded up, is no bigger than a large pair of gloves, or a thin stocking.

In recommending every one who is in the habit of bathing, to provide himself or herself with one, we need only further add that their cost is only 4s. or 5s., and their weight less than 2 ounces.

We think they might with advantage be made rather larger than some of those which are sold, so as to have more buoyancy, since persons unable to swim on getting out of their depth, especially if the water should be rough, as is often experienced by bathers on the coast, would be likely to preserve their presence of mind, almost in exact proportion to the amount of support derived from the artificial buoyancy contained in the collar or belt worn. A slight increase of diameter would increase its buoyancy to 12 lbs. or 14 lbs., which would thereby much increase the confidence of the wearer if unable to swim. To such persons it may be well to suggest, that they should endeavour to float on their backs until help arrived, or at least with the head thrown back, when the face and chin would be raised higher above the water's surface than if perfectly upright or leaning forward.

It may be named as a further and great advantage of this little instrument, that

even if the wearer should become insensible before the arrival of help, the body would not sink, and might be recovered even if death had taken place; whilst in many cases, through the saving of the time lost in dragging for the body when out of sight, the wearer might by the use of the proper means be restored to consciousness and life.

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"GOD HELP THE POOR FELLOWS AT SEA!"

FAR away inland, when tempests blow
Wild through the dark'ning night,
We list to the roar of the winds as they go,
On their hurricane steeds to the fight;
For the hosts of the Storm-King are gathering fast
Where the white-crested waters flee,
And our hearts breathe this prayer, as he rushes
past,
On the wings of the howling northern blast—
"God help the poor fellows at sea!"

We wake in the night with a shivering fear,
For our dream-ears have thrilled to the shriek
Of the drowning seaman, and many a tear
Gathers fast on the whitening cheek;
For the light of the mind's swift lightning flash
Seems to show us the rock-bound lea,
And we pray to our God as the billows dash,
And in thunder the iron breakers lash—
"God help the poor fellows at sea!"

In many a home there are fainting hearts,
Sorely stirred by the moan of the wind,
Fainting down when the light of the day departs,
Leaving darkness and clouds behind;
For the loved ones are out on the foam-capped
wave,
Where the tempests bold revelry,
And they breathe up this prayer, for the loved
and brave,
To the Infinite Grace that can succour and save—
"God help the poor fellows at sea!"

So He moves to grand deeds many noble souls,
That His love may be known on earth,
And the fruit of that love, where the storm-wave
rolls,
Giveth hope in men's heart new birth;
For the life-boat away to the sinking bark
Flies swiftly to save, and we
Pray God speed the lightly-bounding ark,
With its precious freight, o'er the waters dark,
From the perilous paths of the sea.

C. J.

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ADDITIONAL STATIONS AND NEW LIFE-BOATS.

WHITBY.—The *Whitby No. 2. Life-boat* was rapidly becoming unfit for further service, and it has been replaced by another 8-oared boat, 30 feet long, and 7 feet 4 inches wide, which was forwarded to the station, with a transporting-carriage, in March, 1872, a free conveyance being liberally granted to them on board the steamer *Captain Cook*, belonging to the Whitby Steam Shipping Company. The Life-boat was named the *Harriott Forteath*, after Mrs. FORTEATH, of Bunny Park, near Nottingham, who had presented the cost of a Life-boat establishment to the Institution.

GREYSTONES, IRELAND.—A Life-boat station has also been formed by the Society at Greystones, Co. Wicklow, as it was thought that such a boat might occasionally be of service there, looking to the long distance between the Kingstown and Wicklow Life-boat stations, and this being the most convenient intermediate point. An excellent crew could always be relied on for the boat, and the site of ground for the house, on the best available position, was readily granted by the owner of the land, W. R. LATOUCHE, Esq., J.P. The legacy of the late J. J. TANCRED, Esq., of Pearville, Co. Dublin, was appropriated in the formation of this Life-boat establishment. The boat, forwarded in July 1872, is a 33-foot 10-oared one, provided with a transporting-carriage. On the 3rd August, the Life-boat was launched for the first time at Greystones, in the presence of a large number of the inhabitants, and visitors from Dublin and different parts of Wicklow. The boat having been drawn in procession through the town, was taken to the beach, and presented to the Local Committee; and after a prayer for its success had been offered up by the Rev. LEWIS H. STREANE, M.A., Rector of Delgany, LADY MEATH, in the customary manner, named the boat the *Sarah Tancred*, and it was thereupon launched, and put through the usual evolutions, everything passing off in a very satisfactory manner. The boat and carriage were granted a free conveyance to Dublin by the British and Irish Steam-Packet Company. In May last this boat did good service in saving from the yacht *Captain*, which was in



THE SHIPWRECKED SAILOR.  
FROM A SKETCH BY BARON GUDIN.

distress off Bray Head, the owner, two friends, and a seaman. There was a heavy surf on at the time, and the boat had to run for Wicklow after effecting the rescue. Had there been no Life-boat at hand, those four persons would probably have been lost, as they were just intending to run the yacht ashore, where she must quickly have gone to pieces among the rocks.

**RHOSCOLYN, ANGLESEY.**—The Life-boat on this station has, at the urgent request of the crew, been replaced by a larger and more powerful boat, 33 feet long, 8 feet wide, and pulling 10 oars, double-banked, there now being sufficient competent men in the locality to man a boat of this larger class. It was sent to Holyhead by railway in April, 1872, and was sailed thence to Rhoscolyn by the coxswain and crew, who reported that, when off the "Head," they encountered a high sea, caused by the flood tide making against a strong wind, and that the boat behaved greatly to their satisfaction. Like the former boat, it is named the *Thomas Boys of Brighton*, after a deceased gentleman who was a warm friend, and liberal benefactor, of the NATIONAL LIFE-BOAT INSTITUTION.

**RHOSNEIGIR, ANGLESEY.**—The Institution has recently founded a new Life-boat station at this place, which is on the south-eastern side of Cymrran Bay, and is now the next Life-boat establishment to the south of Rhoscolyn. A lamentable shipwreck, with loss of life, having taken place there, the local residents applied to the Society to provide them with a Life-boat, and promised their hearty co-operation and pecuniary aid; and there being sufficient men on the spot, and it appearing a desirable position for a Life-boat, the Institution sent there, in September 1872, a 30-foot Life-boat, 7½ feet wide, and pulling 10 oars, double-banked. It is provided with the usual transporting-carriage, and an excellent house has been prepared for the boat and carriage on a convenient site. The expense of this new Life-boat station has been presented to the Institution by Mrs. LINGHAM, formerly of Worcester, and now of Lower Norwood, in memory of her deceased husband, as will be seen by the following copy of an inscription carved on an Au-

bigny stone tablet, and placed on the front of the Life-boat house.

THIS LIFE-BOAT STATION  
WAS PRESENTED  
TO THE  
Royal National Life-boat Institution  
BY THE WIDOW OF  
THOMAS LINGHAM, Esq.,

FORMERLY OF THE CITY OF WORCESTER, AND LATE OF  
VINCENT LODGE, LOWER NORWOOD ROAD, NEAR LONDON,  
AS AN AFFECTIONATE MEMORIAL OF ONE WHOSE WARM  
HEART, THROUGHOUT A LONG LIFE, EVER GLOWED  
WITH LOVING-KINDNESS TOWARDS MAN, AND  
HUMBLE FAITH AND TRUST IN GOD.

"The Lord on high is mightier than the noise of many waters, yea, than the mighty waves of the sea."—Ps. xlii. v. 4.

A pleasing demonstration was organised at Rhosneigir on the 19th September, on the occasion of the first launch of this Life-boat. The donor, with some of her friends, attended, and they were welcomed by Archdeacon WYNNE JONES, the Rev. R. WILLIAMS, M.A., Rector of the parish, Mr. J. W. HUWS, local Hon. Secretary, and a large assemblage of the neighbouring residents. A procession was then formed to the beach, and the boat having been presented to the Assistant Inspector of Life-boats, Captain D. ROBERTSON, R.N., in favour of the Institution, a prayer was offered up by the Rev. R. WILLIAMS, and the Life-boat was named by Mrs. LINGHAM, and then launched, and the crew instructed in its management.

**THORPENESS, SUFFOLK.**—The crew of the Life-boat on this station having requested to be provided with a larger Life-boat, the Institution has supplied them with such a boat, which has been specially built for the station, and which was sent there in May last. It is a very fine boat, 37 feet long, 9 feet 4 inches wide, and pulling 12 oars, double-banked. It was taken by water to its station, the boat being towed, free of charge, from the Thames, by one of the steam colliers belonging to the Commercial Steam-Ship Company. It bears the same name—the *Ipswich*—as the boat it superseded; the cost of the Life-boat on this station having been provided by the town of Ipswich in 1861–2, which has also ever since contributed annually towards its support.

SHIPWRECKED FISHERMEN AND  
MARINERS' ROYAL BENEVOLENT  
SOCIETY.

ON the 23rd May last, H.R.H. the DUKE of EDINBURGH presided at the Anniversary Meeting of this Society, at the Mansion House. His Royal Highness was supported on the occasion by the LORD MAYOR, the DUKE of MARLBOROUGH (President of the Society), Admiral the EARL of LAUDERDALE, Admiral Sir WILLIAM H. HALL, K.C.B., Admiral BUCKLE, C.B., and many other gentlemen.

The DUKE of EDINBURGH, on taking the Chair, said that he appealed to them on behalf of the Society for the Relief of Mariners in Distress, an institution which extends its active benevolence to those whose fate it has been to be cast by shipwreck upon our shores, whether our countrymen or foreigners. Its Committee meet every Friday, in London, to relieve the widows and orphans of the lost, not only at the time of their death, but by small annual payments. There were thus 9,601 persons relieved last year. One remarkable feature in the Society is, that it is not only supported by the contributions of the charitable, but largely by the subscriptions of seamen themselves, 48,000 of whom pay three shillings a year as its members. His Royal Highness then drew attention to the Royal Alfred Aged Merchant Seamen's Institution, established, through the medium of the Society, at Belvedere-on-Thames, for the reception of destitute aged Merchant Seamen.

During the past year the Society had lost its valuable and able Secretary, Mr. Francis Lean, R.N., who was a true friend of the sailor. He lived, however, to see the Society attain to its present high state of prosperity.

The Report, which was a very favourable one, was read by Captain W. H. SYMONS, R.N., the Secretary. In it the Committee called attention to the fact of the fearful destruction of our Shipping during the past winter. Seventeen legacies, in sums varying from 1*l.* 1*s.* to 5,000*l.*, were announced, also various donations, including HER MAJESTY THE QUEEN, 25*l.* annual; H.R.H. the DUKE of EDINBURGH, 50*l.*; H.R.H. the DUCHESS of CAMBRIDGE, 20*l.*; the EX-EMPRESS of the FRENCH, 20*l.*; the DUKE of MARLBOROUGH,

31*l.* 10*s.*; LADY LAWLEY, 105*l.*; H. D. Y. (third donation), 1000*l.*; Colonel and Mrs. GASCOIGNE, 100*l.*; the EARL of DURHAM, 60*l.*, &c., &c.

Resolutions were ably moved and seconded, by the LORD MAYOR, the DUKE of MARLBOROUGH, LORD LAUDERDALE, LORD WM. LENNOX, Rev. JAMES FLEMING, and others, including a complimentary vote of thanks to his Royal Highness, which he graciously acknowledged, and the Meeting, which was a most successful one, was brought to a close.

SUMMARY OF THE  
MEETINGS OF THE COMMITTEE.

THURSDAY, 2nd Jan., 1873: 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 Brixham, Plymouth, Salcombe, Teignmouth, Exmouth, and Sidmouth.

Also the Report of Capt. D. ROBERTSON, R.N., the Assistant Inspector of Life-boats to the Institution, on his recent visits to Queenstown, Roche's Point, Courtmacsherry, Ballycotton, Youghal, Ardmore, Dungarvan, Waterford, Duncannon, Tramore, Dunmore, Carnsore, Wexford, and Dublin.

[The Special Contributions and Legacies received by the Institution during the month of December, are given in the Annual Report, published on the 1st May, 1873.]

Produced an Extract from the Will of the late Miss J. S. RICHARDSON, of Philpot Street, Commercial Road, E., in which she bequeathed a legacy of 25*l.* to the Society.

Decided to station a new Life-boat at Plymouth, in place of the boat at present at that Port, which had been seriously injured on a recent occasion while engaged in saving the crews of two distressed vessels.

Also that the Life-boat *Clemency*, presented to the Institution by J. G. HUBBARD, Esq., and the Hon. Mrs. HUBBARD, in memory of their late son, Mr. FRANCIS EDWARD HUBBARD, formerly a Midshipman in the Royal Navy, be appropriated to this Station.

Decided also, on the application of the Local Committee, and on the recommendation of the Inspector of Life-boats, to replace the present Newquay (Cornwall) Life-boat by a larger and more powerful boat.

Voted the Thanks of the Institution to the following Gentlemen, in acknowledgment of their past valuable co-operation as the Honorary Secretaries, respectively, of the undermentioned Branches of the Society:—Rev. J. HODGES, Ballycotton; Capt. H. H. O'BRYEN, Queenstown; Rev. J. RICHARDS, Bull Bay; and Capt. J. ELYARD, Broadstairs.

The Committee expressed deep regret at the

death of THOMAS CRESSWELL, Esq., of Huddersfield, who had rendered important service to the Institution, in collecting the cost of the "Huddersfield" Life-boat, stationed at Hasborough, Norfolk.

Read letter from R. B. FORBES, Esq., Chairman of the Humane Society of Massachusetts, U. S., forwarding a pamphlet he had written "On Life-boats, Projectiles, and other means for Saving Life."—*To be thanked.*

Read and approved of the Annual Financial Statement of the Institution to the 31st Dec., 1872, and ordered that the same, and the account-books, be sent to the Auditor.

Ordered, that some copies of Admiral RYDER'S pamphlet, "On Cork Life-belts and Mattresses," be purchased and distributed.

Paid 1,110*l.* 1*s.* 1*d.* for sundry charges on various Life-boat Establishments.

Voted 331*l.* 13*s.* 10*d.* to pay the expenses of various Life-boats of the Institution, in going off during heavy gales of wind, and saving the crews, consisting of 111 persons, of the following wrecked vessels:—

|                                                |              |
|------------------------------------------------|--------------|
| Barque <i>Eleanor</i> , vessel and             | 6 men saved. |
| Schooner <i>Excel</i> , of Milford             | 5 "          |
| Brigantine <i>Eliza</i> , of Blyth             | 4 "          |
| Brig <i>Fearful</i> , of Sunderland            | 8 "          |
| Ship <i>Stralsund</i> , of Stralsund           | 15 "         |
| Barque <i>Jane</i> , of Rochester              | 2 "          |
| Brigantine <i>Hector</i> , of Sunderland       | 4 "          |
| Brig <i>Hero</i> , of Scarborough              | 6 "          |
| Barque <i>Euphemia</i> , of Maryport           | 2 "          |
| Brig <i>Commander Solling</i> , of Grimstadt   | 9 "          |
| Schooner <i>Swift</i> , of Wexford             | 5 "          |
| Brig <i>Henriette</i> , of Memel               | 9 "          |
| Dandy <i>Caroline Phillips</i> , of Port Isaac | 3 "          |
| Screw steamer <i>Sorrento</i> , of Shields     | 22 "         |
| Barque <i>Emmeline</i> , of Bordeaux           | 11 "         |

In addition, the Ramsgate Life-boat had saved 2 men from the barque *Jenny Lind*, of Aland, and the Great Yarmouth, Caister, Exmouth, and Rye Life-boats had saved the following vessels and their crews:—

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Schooner <i>Isabella Grainger</i> , of Whitby | Vessel and 6 men saved. |
| Brig <i>Rusco Castle</i> , of London          | 7 "                     |
| Brig <i>Pallion</i> , of Sunderland           | 8 "                     |
| Brig <i>Lady Douglas</i> , of London          | 6 "                     |
| Schooner <i>Flora</i> , of Exeter             | 6 "                     |
| Brig <i>Orient</i> , of Stenton               | remained alongside.     |

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

Voted 355*l.* 12*s.* 6*d.* to pay the expenses of the Life-boats stationed at Yarmouth, Ballycotton, Ballywalter, Porthleven, Margate, Theddlethorpe, Montrose, Dungeness, Selsey, Rye, Winchelsea, Thorpeness, Chapman's Pool, Swansea, Lowestoft, Holyhead, Mullion, Mundesley, Padstow, Kingsdowne, Wexford, Broadstairs, Walmer, Hauxley, Holy Island, Penarth, Groomsport, Peterhead and Fowey, 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.

The Ramsgate and Tenby Life-boats had also been taken out with the view of rendering assistance to distressed vessels, but their services were not ultimately required.

Voted the Silver Medal to Mr. ROBERT LEASK, jun., and the Thanks of the Institution to his young son, for putting off in a boat, in squally weather, on the 28th Nov., 1872, and saving two

out of three persons, whose boat had been capsize off Stromness, N.B. One of the persons thus rescued unfortunately died soon after reaching the shore, from the effects of the exposure in the water.

Also 5*l.* to five men for putting off in a boat, and rescuing, on the third attempt, 4 persons from the fishing-smack *Volant*, of Plymouth, which became a total wreck at Queen Anne's Point, off Plymouth, during a S.S.W. gale, on the 7th Nov. Also 2*l.* to some men who proceeded by land to the vicinity of the wreck, in the hopes of succouring the crew.

Also 5*l.* to ten men for putting off in the Deal galley *Arrow*, and saving 3 men from the barque *Jenny Lind*, of Finland, which was wrecked on the Goodwin Sands, during a gale from E.S.E., on the 14th Dec.

Also 5*l.* to five men for putting off in two boats, and rescuing 3 men from a boat which was swamped off Garth Ferry, Anglesey, on the 6th Nov.

Also 5*l.* to six men for going off in a fishing-boat, and saving 11 persons from the barque *Cyrene*, of Sunderland, which was wrecked at Rattray Head, on the Scotch coast, on the 21st Nov.

THURSDAY, 6th Feb.: 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 Brightstone, Brooke, Lyme Regis, Plymouth, Looe, Polkerris, Mevagissey, Portloe, Falmouth, and Porthoustock Life-boat Stations.

Also the Report of the Assistant-Inspector of Life-boats, on his recent visits to Dublin, Courtown, Cahore, Wexford, Arklow, Greystones, Wicklow, Greencastle, Portrush, Ballywalter, Groomsport, Belfast, Newcastle, Tyrella, Dundalk, Giles Quay, and Drogheda.

[The special Contributions and Legacies received by the Institution during the month of January, are given in the Annual Report, published on the 1st May, 1873.]

Produced an extract from the Will of the late Miss ELIZABETH HOUSTON DOUGLAS, of Eaton Place, in which she bequeathed a legacy of 250*l.*, free of duty, to the Institution.

Decided, on the recommendation of the Assistant-Inspector of Life-boats, to replace the Arklow Life-boat by a new one; and that the Life-boat be named the *Out Pensioner*, in recognition of the liberality of the Out Pensioners of the United Kingdom, who had presented to the Institution the sum of 480*l.* to defray the cost of a Life-boat.

Also that the Thanks of the Institution be presented to Major J. A. BROCKMAN, of Manchester, through whose indefatigable exertions this amount had been raised.

Also decided, at the urgent request of the crew, to place a new Life-boat at Thorpe, Suffolk, in lieu of the boat then on that station.

Voted the Thanks of the Institution to the Rev. THOMAS RENWICK, F. J. BLAKE, Esq., and JOHN McDONALD, Esq., in acknowledgment of their past valuable co-operation as the Honorary Secretaries of the Brightstone Grange, Norfolk, and Buckie Branches of the Society.

Read letter from Mr. HUGH JONES, of Newington, of the 8th Jan., calling attention to his plan of life-belt.—*To be acknowledged.*

Also, from THOMAS LLOYD, Esq., of Leghorn, of the 6th Dec. and 7th Jan., stating that a Committee had been formed with the view of organising a Life-boat Society at that place, and asking for some information relating to the work of the NATIONAL LIFE-BOAT INSTITUTION of England for their guidance.—Decided that this request be cordially complied with.

Decided that various works be carried out at the Ballycotton, Salcombe, and Exmouth Life-boat Stations, at an expense of 66*l.* 17*s.* 4*d.*

Reported that SAMUEL LOVELOCK, Esq., the Auditor, had examined the accounts of the Institution for the past year, and had found the same correct. He also expressed his great satisfaction at the manner in which the accounts of the Institution are kept.

Paid 2,320*l.* 11*s.* 3*d.* for sundry charges on various Life-boat Establishments.

The Silver Medal of the Institution was voted to NICHOLAS B. DOWNING, Esq., banker, and Capt. HOWARTH, R.N., inspecting Commander of Coast-guard at Penzance, the Second Service Clasp and 5*l.* to Mr. WILLIAM BLACKMORE, Chief Officer of Coast-guard, and double the ordinary reward to the crew of the Penzance Life-boat, 66*l.* 5*s.* in all, in acknowledgment of their gallant and determined conduct on the occasion of the following services rendered by that boat in saving twelve lives from different wrecks. The thanks of the Institution were also voted to Mr. DOWNING, jun., and to Messrs. MARRACK and BETTYANY, clerks in Mr. DOWNING'S bank, for their cordial and untiring exertions on the same occasions. The first of these services of the Penzance Life-boat was during a heavy gale of wind from the south, and a high sea in Mount's Bay, on the 26th Jan., when the brig *Otto*, of Moss, Norway, was driven ashore at Eastern Green, in Penzance Bay. The alarm having been given, preparations were immediately made to launch the Life-boat stationed at Penzance. The launch having been successfully accomplished, nobly and perseveringly did the Life-boat contend with the heavy seas that roll into Mount's Bay during southerly gales, and ultimately she succeeded in reaching the wreck, and in saving the whole crew of foreigners, numbering 8 men.

The second service was on the 2nd February, and, like the other, it was of a very gallant character. When the seas were running very high, a French vessel, *La Marie Emilie*, of L'Orient, was seen to go ashore, with the seas rolling over her. At once the Life-boat proceeded to the wreck, but she was twice driven back by the heavy rollers. The dangerous position of the boat was now really fearful, having had seven of her oars broken. Still her crew persevered, notwithstanding that the boat was actually hurled by the rollers twice on the wreck itself. On the third attempt, the Life-boat succeeded, amidst the greatest danger, in saving the whole of the shipwrecked Frenchmen, 4 in number.

The Silver Medal was also voted to Mr. CHAS. MARTIN, Chief Officer of H.M. Coast-guard at St. Ives, and to Mr. JAMES MURPHY, of the same place, together with the sum of 55*l.* 15*s.* to the crew of the Life-boat on that station, for their brave and persevering services on the morning of the 2nd February, when the schooners *Rambler* and *Mary Ann*, and the brig *Francis*, which vessels had brought up in St. Ives Bay the previous night, drove ashore near the harbour. A strong gale from the E.N.E. was blowing at the time, accompanied by a heavy sea. After great trouble, on account of its being dead low water, the Life-boat was launched, and proceeded to the

wrecks. The first time the boat was driven ashore at Porthminster Beach. At once another volunteer crew was mustered, and the boat was again launched, and this time she was successful in saving the crew of 5 men of the schooner *Mary Ann*, together with another man who had been washed from the other schooner. 2 of the crew of the *Rambler* had been washed overboard and drowned before the boat could reach them. The Life-boat, however, succeeded on a third trip in rescuing the remaining man, and having returned to the shore with that man, a fourth crew was organised, who made a gallant but unsuccessful attempt in the Life-boat to rescue the brig's crew. The men in her being quite exhausted, a fifth crew was obtained, there being fortunately a sufficient number of men at hand, and the Life-boat, though with great difficulty, being once more launched, was then enabled to save the 6 men on board the brig, making altogether 13 lives she saved in these most gallant services. When the Life-boat failed in the first instance, a message was despatched to Hayle, the adjoining station, for that Life-boat, and in three quarters of an hour from the receipt of the message, the boat was got to St. Ives, by which time, however, she was not needed, the other Life-boat there having rendered the required service.

The thanks of the Institution, inscribed on vellum, were also voted to Capt. T. B. HARRY and T. B. WILLIAMS, jun., Esq., the treasurer and hon. secretary of the St. Ives Branch of the Society, in acknowledgment of their valuable co-operation on the above-named occasions.

Voted a model of the Life-boat of the Institution to Capt. DAVID ROBERTSON, R.N., its Assistant-Inspector of Life-boats, in acknowledgment of his general services in the Life-boats of the Society, and particularly for his gallant exertions in the Dundalk and Drogheda Life-boats on the following occasions:—

The schooner *Isabella*, of Portmadoc, was running for Dundalk Bar, while it was blowing hard from the S.E., with a considerable sea, on the 29th January. It being half ebb at the time, there was not water enough for the vessel, which struck and remained fast; and the crew, with the exception of the master, left in their own boat, and got safely ashore. Captain ROBERTSON, who happened to be at Dundalk on his tour of inspection, thought it advisable, as the weather was getting worse, to launch the Life-boat. Accordingly he collected the crew, and went off in the boat, it being now quite dark. After pulling some hours against the heavy sea without finding the vessel, they returned to the shore near midnight, all on board being thoroughly drenched, and very cold. The next morning it was found that the captain of the schooner, who was the only person left on board, had got the vessel safely into the river, notwithstanding that her rudder and stern-post were damaged. Expense of this service, 15*l.* 10*s.* Again, while at Balbriggan, on the 2nd February, Captain ROBERTSON observed a vessel in the offing in distress, and as he could see that she must go on shore about Bettystown or Laytown, he at once proceeded to the Society's Life-boat Station at the south of the Boyne, near Drogheda, and having launched the Life-boat, the crew of 5 men were saved from the schooner *Wilson* of Whitehaven. Expense of service, 18*l.* 14*s.* 6*d.*

The Second Service Clasp of the Institution and 10*l.* were also voted to Mr. WILLIAM ROCKLIFFE, late Coxswain of the Southport Life-boat, in acknowledgment of his long and gallant services in saving life in the Life-boat.

Voted also 14*l.* 16*s.* to pay the expenses of the Arbroath Life-boat in putting off during a strong gale from the S.W., and in a heavy sea, on the 18th January, and rescuing the crew of 4 men of the schooner *James*, of that port, which had gone on the rocks about half a mile eastward of Arbroath Lighthouse.

Also 10*l.* to pay the expenses of the Southwold No. 2 Life-boat in going off and saving the master and crew of 7 men of the brig *Belle Isle*, of Shoreham, which vessel had stranded on the Sizewell Bank, on the 19th January, and had afterwards driven off and gone down in deep water. The men had taken to their boat, and were in much danger, a heavy sea running at the time. They were distant about half a mile from the Life-boat Station when the Life-boat reached them.

Also 12*l.* 4*s.* to pay the expenses of the Holyhead Life-boat in going out, during a whole gale from the S., on the 25th January, and rescuing the crew of 3 men from the schooner *Catherine*, of Amlwch, which had gone ashore on the breakwater at that place.

Also 8*l.* 4*s.* to pay the expenses of the Hornsea Life-boat in putting off through a heavy sea, and saving 15 men from the barque *Milton Lockhart*, of North Shields, which had gone ashore, about two miles north of Hornsea, on the 25th January.

Also 9*l.* 15*s.* to pay the expenses of the Budon Ness Life-boat in going out during a heavy gale from the S.E., on the 26th January, and rescuing 3 men from the schooner No. 4 of Arundel, which was totally wrecked on the Abertay Sands.

Also 25*l.* 10*s.* 6*d.* to pay the expenses of the two Drogheda Life-boats in putting off while it was blowing heavily from the S.S.E., and rescuing 4 men from the schooner *James*, of Carnarvon, which went ashore on the North Bull, on the 28th January.

Also 14*l.* to pay the expenses of the Yarmouth surf Life-boat in putting off during a gale from the E.S.E., and rescuing 9 men from the Russian schooner *Maria Nathalin*, which had stranded off Yarmouth on the 2nd February.

Also 9*l.* 4*s.* to pay the expenses of the Seaton Carew Life-boat in going out while it was blowing a gale from the E., on the 3rd February, and saving 7 men from the Norwegian schooner *Second of May*, which was wrecked off Seaton Carew.

Reported the services of the Ramsgate Life-boat in putting off during blowing weather, and bringing safely into harbour the barque *Ystroom*, of Amsterdam, and her crew of 14 men, which vessel had gone on the Goodwin Sands on the 27th January.

Also the services of the Caister No. 1 Life-boat in putting off during a fresh breeze from the S.W., on the 6th January, and bringing ashore 5 of the crew of the S.S. *Druid*, of Sunderland, who had been scalded by the bursting of that vessel's boiler, and one of whom unfortunately died before being landed.

Also the services of the Milford Life-boat in going off while it was blowing from the S.S.W., with a heavy sea, on the 25th January, and saving the distressed brig *Ercole*, of Naples, and her crew of 11 men.

Also the services of the Fowey Life-boat, in putting off, during a heavy gale from S.E., on the 1st February, and bringing safely into harbour the distressed schooner *Hawk*, of Chepstow, and her crew of 4 men.

Also the services of the Walmer Life-boat, in going out while it was blowing a gale from S. to S.S.E., on the 2nd February, and assisting the

Norwegian barque *Sarpsberg*, off the Goodwin Sands, and into harbour.

Voted 26*l.* 4*s.* 6*d.* to pay the expenses of the Life-boats stationed at Rhosneigir, Kessingland, Gorleston, Lyme Regis, Holyhead, Theddlethorpe, Exmouth, Poolebeg, Brightstone Grange, Thorpe-ness, Porthcawl, Cahore, Looe, Aldborough, Mullion, Douglas, Duncannon, Kingstown, Broughty Ferry, Teignmouth, Broadstairs, Weymouth, Abersoch, Kingsdowne, Caister, Mevagissey, and Drogheda, in either assembling the crews or putting off in reply to signals of distress from various vessels, which fortunately did not ultimately require the services of the Life-boats.

The Anstruther, Clovelly, Caister No. 2, and Youghal Life-boats, had also been got out in readiness to go off to different distressed vessels, but their services were not ultimately called into requisition.

Voted 19*l.* to H. HALL, one of the crew of the Lowestoft No. 1 Life-boat, who had one of his legs broken on the occasion of that boat saving the crew of 10 men from the brig *Espedite*, of Drobak, on the 13th Nov., 1872. A considerable amount had also been raised for HALL in Lowestoft and its neighbourhood.

Voted also the Silver Medal of the Institution and 5*l.* to Mr. RICHARD JOHNS, Mate of the brigantine *John Pearce*, of Fowey, in acknowledgment of his gallant conduct in the ship's boat, in saving 13 persons from the cutter *Mystery*, of Weston-super-Mare, which, during a heavy W.S.W. gale, stranded at the entrance to Cardiff Harbour on the 8th Dec.

Also the thanks of the Institution, inscribed on vellum, to Mr. JAMES T. HART, Chief Officer of H.M. Coast-guard at Newgate, Kent, and 6*l.* to six Coast-guard men who had put off with him in their boat and saved the crew of 5 men from the wrecked schooner *Union*, of Plymouth, which had gone on the Longnose Rocks, near Margate, on the 20th Dec.

Also 2*l.* to four Coast-guard men stationed at Mablethorpe, Lincolnshire, for putting off in a boat and rescuing the crew of 3 men from the wrecked brigantine *Octavia*, of Lynn, which had gone ashore on the Theddlethorpe Middle Sand during a S.W. wind, and in a heavy sea, on the 2nd Jan.

Also 3*l.* to eleven men for going off in boats, and saving 3 men from a boat belonging to the brig *Maria*, of Whitehaven, which had been capsized off Tenby whilst returning from the shore to that vessel during a strong W.N.W. breeze on the 21st Jan.

Also 2*l.* to the crew of four men of the No. 5 pilot cutter, of Poole, for saving 7 men from the brig *Supply*, of South Shields, who had taken to their boat on the brig striking on the Hook Sand off Poole, while it was blowing strongly from the E.S.E., on the 14th Dec.

Also 1*l.* to three men for saving, in a galley punt, a man who had fallen overboard from the barque *Dawntless*, of Liverpool, when near the Gull Lightship on the 21st Jan.

Also 1*l.* to two men for putting off in a boat and rescuing a man whose boat had been upset by a sudden squall off Nesting, N.B., on the 5th Dec.

THURSDAY, 6th March. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Also the Report of the Inspector of Life-boats,



on his recent visits to Mullion, Cadgwith, Lizard, Porthleven, Penzance, Sennen, St. Ives, and Dunwich.

Also the Report of the Assistant-Inspector of Life-boats, on his recent visits to Drogheda, Balbriggan, Skerries, Dublin, Howth, Rogerstown, Poolbeg, and Kingstown.

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

Reported that the late JOHN FERNLEY, Esq., of Southport, had bequeathed a legacy of 500*l.* to the Institution to defray the cost of a Life-boat, to be named the *Elizabeth Fernley*.

Decided, on the application of the local residents, and on the recommendation of the Inspector of Life-boats, to form a Life-boat Station at Dunwich, on the coast of Suffolk, where wrecks occasionally take place.

Also to name the Life-boat the *John Keble*, after the well-known author of "The Christian Year," the Institution having received the munificent donation of 500*l.* from the Rev. T. KERLE, of Bisley Vicarage, Stroud, that amount having been set apart by some members of his family, now deceased, to defray the cost of a Life-boat.

Decided also, on the recommendation of the Assistant-Inspector of Life-boats, to form a Life-boat Establishment at Rogerstown, Co. Dublin. Although wrecks were not very frequent in the locality, it was thought that a Life-boat would occasionally be of service there.

The expense of this new Life-boat Station has been presented to the Institution by THOMAS PEAKE, Esq., of Newcastle-under-Lyne, and at his request the boat has been named *The Tileries, Tunstall* (*Good be to Erin and to all*).

Decided that various works be carried out at the Plymouth, Boulmer, and Arklow Life-boat Stations, at an expense of 312*l.* 10*s.*

Reported the transmission to their station of the Newquay (Cornwall) new Life-boat and carriage. The Bristol and Exeter and South Devon and Cornwall Railway Companies had kindly allowed the new and old Life-boats and carriages to be conveyed, free of charge, over their lines between Bristol and Grampound Road. — *To be thanked.*

Decided that the deep sympathy of the Committee be conveyed to the families of the late Admiral ROBERT CRAIGIE, of Dawlish, Sr. GEORGE SMITH, Esq., of Drogheda, the Rev. E. D. KNIGHT, of Bridgend, and Capt. H. H. O'BRYEN, of Queenstown, on the occasion of the lamented decease of those gentlemen, who had rendered important service in their several districts on behalf of the Life-boat cause.

Reported that various papers relating to the work of the Institution, had been supplied to JOHN P. TATE, Esq., of Fenchurch Street, for the guidance of a Life-boat Society, which was being formed in Italy. — *Approved.*

Read letter from the Secretary of the Russian Life-boat Association, expressing the thanks of his Committee for the assistance rendered by the Institution to their Inspector, Capt. NEBOLIN, when he visited England for the purpose of making himself acquainted with the work of the NATIONAL LIFE-BOAT INSTITUTION.

Voted the thanks of the Institution to the Rev. CHARLES PARSONS, M.A., in acknowledgment of his past valuable co-operation as the Honorary Secretary of the Penarth Branch of the Society.

Also to Mr. EDWARD MAXWELL, of Her Majesty's Customs, Greenock, for his kind services in raising annually a large sum in aid of the funds of the Institution.

Approved of a draft of the Annual Report to be submitted to the forthcoming Annual Meeting of the Society.

Read letters from Monsieur H. DUPOUR, of Bordeaux, Mr. H. T. RICHARDSON, of Bala, and Mr. J. R. TARDIF, of Guernsey, calling attention to their respective plans for saving life from Shipwreck. — *To be acknowledged.*

Paid 2,334*l.* 19*s.* 2*d.* for sundry charges on various Life-boat Establishments.

Voted the Silver Medal of the Institution to Mr. JAMES BUCKETT, the Coxswain, and 40*l.* 1*s.* to the crew of the Brightstone Grange Life-boat, in acknowledgment of their gallant services in putting off three times during a heavy gale from the S.E. on the 3rd Feb., and saving 20 men from the steamer *Woodham*, of Christiana, which was wrecked at Chilton Chine, Isle of Wight.

Also 15*l.* 13*s.* to pay the expenses of the Cahore Life-boat, in going off in reply to signals of distress shown by the distressed barque *Edwin Bassett*, of Sunderland, during a strong wind and in a heavy sea on the 4th Feb., and bringing 2 of the crew safely to land; also a despatch from the Blackwater Light Ship for the Trinity Board.

Also 15*l.* 10*s.* 6*d.* to pay the expenses of the Abersoch Life-boat, in putting off while it was blowing a S.W. gale on the 25th Feb., and saving the crew of 3 men from the sunken sloop *Prosperity*, of Portmadoc. That vessel had gone down about one o'clock in the morning, and the crew took to the rigging, but their perilous position was not known until four hours afterwards, when their cries for help were heard. The Life-boat men at once rushed from their beds to the Life-boat, and were fortunately enabled to save the shipwrecked crew. It was very cold at the time, and the heavy seas filled the boat three times.

Reported that the Lizard and Cadgwith Life-boats had rendered important services to the barque *Fomalhaut*, of Griefswald, Prussia, which was in a very dangerous position near the cliff at Pentraeth, Cornwall, on the 4th March. The vessel and the crew of 11 men were ultimately taken in safety to Penzance Roads, with the assistance of the Life-boats. An expense of 18*l.* 9*s.* was incurred by the Institution in those services.

Also that the Scarborough Life-boat had proceeded to the assistance of a fishing-coble, which was in much danger of being swamped by the broken seas at the entrance to the harbour on the 8th Feb. Having taken off the fishermen, the Life-boat took their boat in tow and brought it, and the 6 men on board, safely to shore.

Voted 139*l.* 14*s.* 6*d.* to pay the expenses of the Life-boats stationed at Blakeney, Fowey, Hayle, Aberystwith, Newquay (Cardigan), Greystones, Caister, Palling, North Deal, Broughty Ferry, Mullion, Appledore, 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 aid of the Life-boats.

The crew of the Penarth Life-boat had also assembled on two occasions with the view of going off to distressed vessels, but their services were not required.

Voted 5*l.* to some men belonging to Porthdinlaen, North Wales, for going along the rocks, and assisting to save the crew of 5 men of the schooner *Mincarto*, of Truro, which had gone ashore off that place, during a very heavy gale from the E.S.E., on the 2nd Feb.

FRIDAY, 21st March.—The Annual General Meeting of the friends and supporters of the

ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at the Egyptian Hall, in the Mansion House, with the kind permission of the Right Hon. Sir SYDNEY H. WATERLOW, Lord Mayor of London, who occupied the chair on the occasion.

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

The Secretary then read the Annual Report.

The Meeting was then addressed by the Right Hon. the EARL of COURTOWN; Sir HARCOURT JOHNSTONE, Bart., M.P.; ARTHUR PENDARVES VIVIAN, Esq., M.P.; NICHOLAS B. DOWNING, Esq.; T. B. SMITHIES, Esq.; Rear-Admiral RICHARDS, C.B., Hydrographer of the Admiralty; Baron GUDIN, Vice-President of the French Shipwreck Society; THOMAS CHAPMAN, Esq., F.R.S., V.P.; Sir EDWARD G. L. FERROTT, Bart., V.P.; SAMUEL PLIMSOIL, Esq., M.P.; and the Rev. CHARLES E. FEW, M.A.

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

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

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

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

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

Read and approved the report of the Inspector of Life-boats on his recent visits to Plymouth, Hayle, and Newquay (Cornwall).

Also the Report of the Assistant-Inspector of Life-boats on his recent visits to New Brighton, Liverpool, Penarth, Porthcawl, Swansea, Llanelly, Ferryside, Pembrey, and Tenby.

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

Produced an extract from the will of the late Miss M. A. HAMILTON, of Harrogate, in which she bequeathed a legacy of 200*l.*, free of duty, to the Institution.

Decided to place another Life-boat at the Lizard, in place of the boat at present on that station, which had been seriously injured on the occasion of its recent service.

Reported that the new Life-boat which had just been placed by the Institution at Newquay (Cornwall) had recently been taken out for exercise, and had given much satisfaction to its crew.

Ordered that various works be carried out at the Brixham, Kingsdowne, and Ballycotton Life-boat Stations, at an expense of 462*l.*

Voted the thanks of the Institution to Lieut. GEORGE R. VVYAN, R.N.R., in acknowledgment of his long and valuable co-operation in soliciting contributions from the passengers and crews on board the Cape Royal Mail Steamers in aid of the funds of the Society.

The Committee expressed their deep regret at the lamented decease of the late FRANCIS LEAN, Esq., R.N., who, for many years past, had been the able Secretary of the Shipwrecked Fishermen and Mariners' Society.

Paid 841*l.* 14*s.* 9*d.* for sundry charges on various Life-boat Establishments.

Voted 22*l.* 17*s.* to pay the expenses of the Brighton Grange Life-boat in putting off through a heavy sea, on the 4th March, and picking up a boat containing the master, mate, and 3 other persons belonging to the steamer *Quail*, which had gone ashore at the back of the Isle of Wight.

Also 6*l.* 4*s.* 6*d.* to pay the expenses of the Bull Bay Life-boat in going off, on the 3rd March, to the assistance of 2 sailors belonging to the schooner *George IV.*, of Amlwch, who had been driven out to sea in their boat, and could not regain the shore. The Life-boat was enabled, after an absence of five hours, to bring the boat and men safely to land.

Also 8*l.* 2*s.* to pay the expense of the Bude Life-boat in putting off on the 6th March, and saving 3 men belonging to the Dutch galliot *Ana Gazina*, while the heavy seas were making a complete breach over the vessel, which went ashore near the entrance to Bude Harbour, and afterwards became a total wreck.

Also 6*l.* 18*s.* to pay the expenses of the Cardigan Life-boat in going out, during squally weather, and rescuing 7 men from the schooner *Dollart*, of Detzum, Hanover, which was in a dangerous position inside Commeas Head on the 7th March.

Also 28*l.* to pay the expenses of the Lowestoft Life-boats in putting off while it was blowing strongly from the N.E., and saving the master and crew of 6 men from the schooner *Celine*, of Gravelines, which was wrecked on the Holme Sand, off the Suffolk coast, on the 18th March.

Also 33*l.* 8*s.* to pay the expenses of the Margate Life-boat, in going off on the 18th and 20th March, while it was blowing strongly from the N.E., and, after being out in very severe weather for seven hours each time, bringing safely to land 7 of the crew of the brig *Demetrius*, of Sunderland, which was wrecked on the Long Sands, and 12 persons belonging to the Norwegian barque *Nooraster*, which had also struck on the same sands. The Life-boat had to encounter very heavy seas in the performance of these services.

Reported the services of the Porthoustock Life-boat, in putting off during a S.E. wind on the 27th March, and taking to a place of safety the Danish brig *Alexander* and her crew, when that vessel was in a distressed condition near the Manacles Rocks, on the Cornish coast.

Voted 17*l.* 18*s.* 6*d.* to pay the expenses of the Greencastle, Chichester Harbour, and Courtown Life-boats, in either assembling the crews, or putting off in reply to signals of distress from different vessels, which did not ultimately require the aid of the Life-boats.

The Ramsgate Life-boat had also gone out on two occasions, with the view of rendering assistance to distressed vessels, but her services were not called into requisition.

Voted 25*l.* to some Winterton beachmen, for putting off in their own Life-boat, and rescuing 30 men from the barque *Ruby*, of Sunderland, which was wrecked on the Hasborough Sands during a N.N.E. gale and in a heavy sea, on the 12th March.

Also 3*l.* 10*s.* to seven men for saving 4 other men from a pilot-boat which was capsized off Clogher Head, on the Irish coast, in a heavy sea, on the 25th Jan.

THURSDAY, 1st May: His Grace the DUKE OF NORTHUMBERLAND, P.C., 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 the Secretary of the Dover Branch, of the 24th April, stating that His ROYAL HIGHNESS PRINCE ARTHUR, having expressed a wish to see the Life-boat on that station launched, she had been taken out for exercise on the previous day, the PRINCE going off in the boat. Afterwards he expressed his great satisfaction at the whole proceedings. Col. FRIZROV CLAYTON, an active Member of the Committee of Management of the Institution, was present on the occasion, and explained to His ROYAL HIGHNESS the qualities of the Life-boat.

Read and approved the Report of the Inspector of Life-boats, on his recent visits to Padstow, Port Isaac, Bude, Bideford, and Clovelly.

Also the Report of the Assistant-Inspector of Life-boats, on his recent visits to Milford, Solva, St. David's, Fishguard, Cardigan, Newquay, Aberystwith, Aberdovey, Barmouth, Dyffrin, Portmadoc, Abersoch, Porthdinllaen, Llanddwyn, Penmon, Rhosneigr, Rhoscolyn, and Holyhead.

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

|                                                                                                                                                                                                                                            | £.  | s. | d. |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|----|
| Shipwrecked Mariners' Society, per Capt. W. H. SYMONS, R.N.: amounts collected from its beneficiary Members by the Honorary Agents, additional . . . . .                                                                                   | 106 | 2  | 6  |
| 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, additional . . . . . | 100 | 0  | 0  |
| The late JOHN ROBINSON, Esq., of Skipton . . . . .                                                                                                                                                                                         | 50  | 0  | 0  |
| Miss LAURA VERRALL, per HUGH GORRINGE, Esq. . . . .                                                                                                                                                                                        | 50  | 0  | 0  |
| THOMAS BRADBERRY, Esq., additional.                                                                                                                                                                                                        | 50  | 0  | 0  |
| Bristol Historic Club, in aid of the support of its Life-boat stationed at Lossiemouth, additional . . . . .                                                                                                                               | 42  | 0  | 0  |
| Rev. E. GARDINER, additional . . . . .                                                                                                                                                                                                     | 30  | 0  | 0  |
| Proceeds of concert at Woburn, Bedfordshire, on Easter Tuesday, per Rev. R. G. BULKELEY . . . . .                                                                                                                                          | 11  | 18 | 0  |
| Worshipful Company of Ironmongers, per S. A. BECK, Esq., additional . . . . .                                                                                                                                                              | 10  | 10 | 0  |
| Proceeds of an Amateur Entertainment by the Members of the Three St. Paul's Dramatic Club, per E. H. HOWELL, Esq. . . . .                                                                                                                  | 8   | 2  | 1  |
| —To be severally thanked.                                                                                                                                                                                                                  |     |    |    |

Produced an extract from the Will of the late RICHARD SANDBACH, Esq., of Southport, in which he bequeathed a legacy of 50*l.* to the Institution.

Reported the transmission to its station of the new Life-boat for the Lizard. The Bristol and Exeter, and South Devon and Cornwall Railway Companies had kindly granted free conveyances to the new and old Life-boats between Bristol and Penryn.—*To be thanked.*

Voted the thanks of the Institution to JAMES GRIEVE, Esq., and Mr. T. J. KILBERRY, in acknowledgment of their past kind co-operation as the Honorary Secretaries, respectively, of the Weymouth and Wicklow Branches of the Society.

The Committee expressed their regret at the decease of Mr. S. B. TAYLOR, who had been, for many years, the active Secretary and Collector of the Dublin Branch of the Institution.

Ordered that different works be carried out at the Bacton and St. David's Life-boat Stations, at an expense of 79*l.*

Reported that an Exhibition of inventions for saving life at sea had been held at the London

Tavern, from the 15th to the 21st April, and had been very largely attended. The Institution was represented at the Exhibition by some models of its Lifeboat, and various other articles.

Paid 1,140*l.* 11*s.* 7*d.* for sundry charges on various Life-boat Establishments.

Voted the Silver Medal of the Institution, and a copy of the Vote inscribed on vellum, to Mr. JAMES WHITE, Coxswain of the Fishguard Life-boat, in acknowledgment of his gallant services in that boat on various occasions, in assisting to save 50 lives from various wrecks.

Also the Second Service Clasp to Mr. ROBERT HOOK, Coxswain of the Lowestoft Life-boats, in testimony of his general brave services in saving life from shipwreck, and particularly on the occasion of the large Life-boat saving the crew of 10 men from the wrecked brig *Expédite*, of Drobak, on the 13th Nov., 1872.

Also the thanks of the Institution, inscribed on vellum, to Mr. JAMES CLEMENS, late Coxswain of the Newquay (Cornwall) Life-boat, in acknowledgment of his services in that capacity.

Also 26*l.* 16*s.* to pay the expenses of the Appledore No. 1. Life-boat, in putting off, while it was blowing freshly from the N.N.W., on the 4th April, to the assistance of the crews of three vessels, the schooners *Express*, of Barnstaple, and *Annie Brooks* and *Mary Ann*, of Bideford, which had run ashore on the north tail of Bideford Bar. With some difficulty, on account of the heavy sea, and the strong run of the tide, the Life-boat was enabled to save the crews, numbering 12 men, of all the vessels. The crew of the last-named schooner were, at much risk, taken from the rigging, while the seas were breaking over the ship.

Also 13*l.* 12*s.* to pay the expenses of the Lytham Life-boat, in going off, on the 27th and 29th April, to the assistance of the schooner *Caledonia*, of Boston, and the lugger *Emmanuel*, of Nantes, both of which had struck on the Horse Bank. In the first case the Life-boat remained by the schooner until she got off the Bank; but in the other case the lugger became a total wreck, and her crew of 6 men were saved by the Life-boat.

Also 47*l.* 11*s.* to pay the expenses of the Braunton, Margate, and North Deal Life-boats, in going off in reply to signals of distress from different vessels, which did not ultimately require the services of the Life-boats.

The Ramsgate and Broadstairs Life-boats had also put off with the view of rendering assistance to distressed vessels; but their services were not eventually needed.

Voted 25*l.* to JOHN MCGUINNESS, second Coxswain of the Greencastle Life-boat, in consideration of the injuries received by him on the occasion of the Life-boat bringing ashore 2 persons from the barque *L. G. Biglow*, of Yarmouth, Nova Scotia, on the 11th Nov., 1872.

Also the thanks of the Institution, inscribed on vellum, and 1*l.* to Mr. WILLIAM TATEM, mate of the schooner *Eliza Jane*, of Bideford, in acknowledgment of his praiseworthy services in saving a man whose boat had been capsized off Boscastle Pier, in a heavy sea, on the 27th March.

Also 6*l.* 10*s.* to thirteen men for putting off in two boats, during a strong S.E. wind, and rescuing 3 persons, whose boat had capsized near Boffin Island, on the Irish coast, on the 5th Nov., 1872.

Also 5*l.* in aid of a local subscription, raised to reward ten Exmouth men for putting off in boats and saving 2 pilots, whose boat had been capsized off that place on the 30th March.

# 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—Baxley—Newbiggin—Blyth (two boats)—Cullercoats—Tyne-mouth (two boats)  
 Durham—Whitburn—Sunderland (four boats)—Seaham—West Hartlepool (two boats)—Seaton Carew  
 Yorkshire—Middlesborough—Redcar—Saltham—Ruswick—Uppang—Whitby (two boats)—Scarborough—Flay—Flamborough (two boats)—Bridlington—Hornsea—Withersea  
 Lincoln—Cleethorpes—Donna Nook—Theddlethorpe—Sutton—Chapel—Skegness  
 Norfolk—Hunstanton—Wells—Blakeney—Sheringham—Cromer—Mundesley—Racton—Hasborough—Palling (two boats)—Winterton—Caister (two boats)—Yarmouth (two boats)  
 Suffolk—Gorleston—Corton—Lowestoft (two boats)—Fakenfield (two boats)—Kessingland (two boats)—Southwold (two boats)—Thorpeness—Aldborough  
 Kent—Margate—Kingsgate—Broadstairs—Ramsgate—North Deal—Walmer—Kingsdowne—Dover—Dungeness  
 Sussex—Rye—Winchelsea—Hastings—Eastbourne—Newhaven—Brighton—Seabroam—Worthing—Selsey—Chichester Harbour  
 Hampshire—Hayling Island  
 Isle of Wight—Bembridge—Brightstone—Grange—Brooke  
 Alderney—St. Anne  
 Guernsey—St. Sampson's  
 Dorset—Poole—Chapman's Pool—Kimmeridge—Weymouth—Lyne Begis

South Devon—Sidmouth—Ermouth—Teignmouth—Brixham—Salcombe—Plymouth  
 Cornwall—Looe—Fowey—Marazion—Portloe—Falmouth—Forthoustock—Cadmwith—Lizard—Mullion—Porthleven—Fenanco—Sennen Cove—St. Ives—Hayle—New Quay—Padstow—Port Isaac—Bude  
 North Devon—Cloveely—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—Ramsey—Douglas—Castletown

### WALES.

Glamorganshire—Penarth—Porthcawl—Swansea  
 Carmarthenshire—Pembrey—Carmarthen Bay  
 Pembrokeshire—Tenby—Milford—Solva—Porthcawl—Porthcawl (two boats)  
 Cardiganshire—Cardigan—Newquay—Aberystwith  
 Merionethshire—Aberdovey—Barmouth  
 Carnarvonshire—Formadoc—Abersoch—Forthwillians—Orme's Head  
 Anglesey—Llandwyn—Rhonegir—Rhosolyn—Holyhead—Cemaes—Bull Bay—Mealfre—Penmon  
 Denbighshire—Llanddulas  
 Flintshire—Rhyll (Tabular)

### SCOTLAND.

Kirkcudbright—Kirkcudbright  
 Wigtownshire—Whithorn—Port Logan  
 Ayrshire—Ballantrae—Girvan—Ayr—Troon—Irvine—Ardrossan  
 Isle of Arran—Kildonan  
 Argyllshire—Campbeltown—Southend  
 Caithness-shire—Thurso  
 Orkney Islands—Stromness  
 Elginshire—Lossiemouth  
 Banffshire—Buckle—Banff  
 Aberdeenshire—Fraserburgh—Peterhead  
 Kincardineshire—Stonehaven  
 Forfar—Montrose (two boats)—Arbroath—Buddon Ness and Brangly 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—Foolbeg—Kingstown  
 Wicklow—Greystones—Wicklow—Arklow  
 Wexford—Courtown—Cahore—Wexford (two boats)—Carnore—Duncannon  
 Waterford—Tramore—Dungarvan—Ardmore  
 Cork—Youghal—Ballycotton—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                                          | <i>L. G. Biplow</i> , barque, of Yarmouth, N.S.                                                                     | <i>Sorenso</i> , steamer, of Shields                                      |
| <i>Aldred</i> , brig, of Littlehampton, saved vessel and .....                | <i>Excal</i> , schooner, of Milford—assisted to save vessel and ..             | <i>Magna Charta</i> , barque, of Halifax, N.S., and Norwegian barque, <i>Jambury</i> , remained by vessel by Nantes | <i>Speculator</i> , ketch, of St. Malo                                    |
| <i>Amanda</i> , brigantine, of Coleraine                                      | <i>Exe</i> , barque, of Exeter                                                 | <i>Maria</i> , schooner, of Aberystwith                                                                             | <i>Starling</i> , schooner, of Yarmouth                                   |
| <i>Amity</i> , smack, of Aberystwith                                          | <i>Expedita</i> , brig, of Drobkak                                             | <i>Maria</i> , schooner, of Colchester—saved vessel and crew                                                        | <i>Stella</i> , yacht, of London                                          |
| <i>Aspique</i> , ship, of Greenock, rendered assistance.                      | <i>E. J. D.</i> , brig, of Nantes                                              | <i>Marguerite</i> , brig, of Cherbourg—assisted to save vessel and ..                                               | <i>Stralsund</i> , ship, of Stralsund                                     |
| <i>Ark</i> , brig, of West Hartlepool                                         | <i>Fairy Queen</i> , boat, of Llandudno—saved boat.                            | <i>Mary Grace</i> , schooner, saved vessel and ..                                                                   | <i>St. John's</i> , ship, of Dantzic, assisted to save vessel and ..      |
| <i>Bolton Abbey</i> , ship, of Liverpool—rendered assistance.                 | <i>Fearful</i> , brig, of Sunderland                                           | <i>Mary Holland</i> , brigantine, of Liverpool                                                                      | <i>Swallow</i> , flat, of Runcorn                                         |
| <i>Cabinet</i> , barque, of Newcastle                                         | <i>Fley</i> fishing yawls—rendered assistance.                                 | <i>Mildred</i> , schooner, of Nantes—assisted to save vessel and ..                                                 | <i>Sweet Home</i> , schooner, of Suceh                                    |
| <i>Canada Belle</i> , barque, of Whitby                                       | <i>Flova</i> , schooner, of Exeter—saved vessel and ..                         | <i>Neptunus</i> , barque, of Soon, Norway                                                                           | <i>Seyl</i> , schooner, of Wexford                                        |
| <i>Caroline Phillips</i> , sloop, of Port Isaac                               | <i>Form</i> , brigantine, of Liverpool                                         | <i>New Buzdon</i> , lugger, of Great Yarmouth—saved vessel and ..                                                   | <i>Sybil</i> , schooner, of Great Yarmouth                                |
| <i>Cassidiana</i> , barque, of North Shields                                  | <i>Frederick William</i> , brig, of Guernsey                                   | <i>Northumberland</i> , fishing lugger of Flamborough—rendered assistance.                                          | <i>Thomas</i> , brigantine, of Dumfries                                   |
| <i>Castle &amp; J. T. X.</i> fishing-boats of Port Isaac—saved vessels and .. | <i>Hector</i> , brigantine, of Liverpool                                       | <i>Oat</i> , Norwegian schooner—rendered assistance.                                                                | <i>Tripoli</i> , screw steamer, of Glasgow—remained by vessel.            |
| <i>Cockaton</i> , smack, of Grimsby—boat of ..                                | <i>Hero</i> , brig, of Scarborough                                             | <i>Orient</i> , brig, of Whithorn—rendered assistance.                                                              | <i>Urgent</i> , barge, of Rochester                                       |
| <i>Commander</i> <i>Solling</i> , brig, of Grimsby                            | <i>Hero</i> , schooner, of London                                              | <i>Palladium</i> , brig, of Messina                                                                                 | <i>Uruguay</i> , steamer, of Liverpool—remained by vessel.                |
| <i>Commerce</i> , <i>Lion</i> , and <i>Ellen Owen</i> , smacks, of Cardigan   | <i>Henrietta</i> , brig, of Menol                                              | <i>Pallion</i> , brig, of Sunderland—assisted to save vessel and ..                                                 | <i>Vale of Nith</i> , barque, of Liverpool—assisted to save vessel and .. |
| <i>Criterion</i> , brig, of Arbroath                                          | <i>Idaho</i> , ship, of Bath, Maine, U.S.                                      | <i>Perseverance</i> , schooner—saved vessel and ..                                                                  | <i>Viscount Lambton</i> , brig, of Rochester                              |
| <i>Cygned</i> , schr., of Workington                                          | <i>Ireland</i> , ship, of Liverpool—assisted to save vessel                    | <i>Peter</i> , flat, of Liverpool                                                                                   |                                                                           |
| <i>Defender</i> , brig, of Sunderland                                         | <i>Isabella Granger</i> , schooner, of Whitley, assisted to save vessel and .. | <i>Queen of the Fleet</i> , barque                                                                                  |                                                                           |
| <i>Don</i> , schooner, of Jersey—saved vessel and ..                          | <i>Jane</i> , barge, of Rochester                                              | <i>Queen Victoria</i> , sloop, of Lynn                                                                              |                                                                           |
| <i>Duro</i> , Dutch schooner                                                  | <i>Jenny Lind</i> , barque, of Aland                                           | <i>Rusco Castle</i> , brig, of London—assisted to save vessel and ..                                                |                                                                           |
| <i>Eglantine</i> , brig, of Whitley, assisted to save vessel and ..           | <i>John and Grace</i> , smacks, of Milford, and <i>Mary</i> , of Cardigan      |                                                                                                                     |                                                                           |
| <i>Eleonor</i> , barque, of Quebec—saved vessel and ..                        | <i>Juliana</i> , barque, of Riga                                               |                                                                                                                     |                                                                           |
| <i>Eliza</i> , brigantine, of Blyth                                           | <i>Jupiter</i> , ketch, of Hamburg—rendered assistance.                        |                                                                                                                     |                                                                           |
| <i>Eliza</i> , brig, of Belfast                                               | <i>Lady Douglas</i> , brig, of London—assisted to save vessel and ..           |                                                                                                                     |                                                                           |
| <i>Elizabeth</i> , sloop, of Sunderland                                       | <i>Laurel</i> , brigantine, of London                                          |                                                                                                                     |                                                                           |
| <i>Ellen</i> , barque, of Llanelli—saved vessel and crew                      | <i>L'Esclat</i> , brig, of St. Malo                                            |                                                                                                                     |                                                                           |
| <i>Emeline</i> , barque, of Bordeaux                                          | <i>Lily</i> , barque, of South Shields—assisted to save vessel.                |                                                                                                                     |                                                                           |
| <i>Encounter</i> , barque, remained by vessel.                                | <i>Little Dorrit</i> , yacht, of Weymouth                                      |                                                                                                                     |                                                                           |
|                                                                               | <i>Lohan</i> , brig, of Blyth                                                  |                                                                                                                     |                                                                           |

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1872) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £18,984 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 Yellin, 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 21,866; for which Services 91 Gold Medals, 843 Silver Medals, and £40,687 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 as Annual Subscribers are earnestly solicited, and will be thankfully received by the Bankers of the Institution, Messrs. WILLIS, 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.C.—August, 1872.

Total Lives saved by Life-boats in 1872, in addition to 25 vessels .....

799

in Twelve Months.