

THE LIFE-BOAT,

OR

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WITH WRECK CHART.

BATHING ACCIDENTS AND SAFETY BATHING DRESSES.

WE have frequently called attention to the melancholy and often preventible loss of life which summer after summer takes place from accidents to bathers on the shores and inland waters of the United Kingdom.

It might naturally be supposed that the inhabitants of a country like Great Britain, surrounded by the sea, whose welfare is dependent on it, whose history has always been associated with it, and who every summer flock in multitudes to its shores, would be a race of swimmers. Such, however, is far from being the case. Of its male inhabitants but a small proportion can swim, possibly not one in twenty; and a female swimmer is a veritable *rara avis*, probably not one woman in five hundred, in these islands, being able to swim. Yet even a slight proficiency in the art, which is very easily learned by most young persons, would be the means of preserving many valuable lives which, as regularly as each summer comes round, are lost by drowning on the coasts and inland waters of the United Kingdom.

But surely, it may be said, if people who live inland, and only occasionally or periodically visit the coast, find no special inducement to learn to swim, yet our seamen and coast or river boatmen, whose daily avocations expose them to risk of being drowned, will, for the most part, be able to do so. On the contrary, we believe that even a smaller proportion of

our seafaring and boating population can swim than of the inhabitants of inland parts of the country; and even the men who fearlessly work our Life-boats in the severest storms, if they were not provided with efficient life-belts, would frequently be drowned through their ignorance of the art.

We have heard various reasons assigned for the neglect to learn this healthful and exhilarating accomplishment. Perhaps in the majority of instances it arises from lack of opportunity when young, and, like riding, unless learned in youth, swimming is rarely acquired afterwards with proficiency.

Another cause is, we suspect, the coldness of our climate, the temperature being only occasionally sufficiently high to make bathing a luxury. Then again we are most of us in the present day so constantly occupied that we do not find time to do many things that would otherwise attract our attention.

Be that, however, as it may, we have to deal with the fact that the majority of men and very few women in these islands are able to swim. We then find two classes of persons who are liable to be drowned, viz., those who are thrown into the water involuntarily, as on occasions of shipwreck and collisions at sea, and from the upsetting of boats, and those who are drowned whilst bathing.

It is in the interest of the latter class

of persons that we chiefly offer these remarks, to which our attention has been specially drawn; in the first place by the large number of deaths from drowning that have taken place during the past summer, culminating in that of four of our compatriots—two gentlemen and two ladies—at Boulogne, on the 24th September; and secondly, by the circumstance that a safety "bathing dress" has been brought to our notice, which, if it should come into general use, would, we feel persuaded, be instrumental in saving many lives, and be the means by which many would learn to swim who could not do so before. It would also much enhance the pleasure of bathing in the case of non-swimmers, by enabling them to float buoyantly in any position, and to use all their limbs with the same freedom of movement as the best of swimmers.

The "bathing dress" to which we wish to draw attention, and which, after testing it ourselves, we have no hesitation in recommending, might with equal correctness be termed a *life-jacket*, or *life-vest*. It may be described as an inflated bodice, fitting closely round the waist and round the neck, and may be either worn over an ordinary knickerbocker bathing suit, or be made a complete bathing dress in itself, with sleeves, and knickerbockers or drawers, attached, but the body alone being inflated. It must not, however, be supposed that it is an india-rubber dress; it is composed of nothing but ordinary fine linen, which—although doubtless few of our readers will be aware of the fact—becomes air-tight when wet. It has merely to be saturated with water before being put on, and is then inflated through a small tube within easy reach of the mouth. Its buoyancy is so great that the wearer can float buoyantly in any position, and can lie on his back without moving hand or foot, as comfortably as if he were lying on a bed.

If, after being some time in the water, a portion of the air should have escaped, it can be re-inflated by the wearer whilst floating, without difficulty or inconvenience. When dried, after use, it can be folded up in as small a compass as an ordinary shirt.

The inventor of the Safety Bathing Dress is Captain G. PEACOCK, formerly a master in the Royal Navy, and inventor

of the celebrated paint for ships known as "PEACOCK and BUCHAN'S Paint," and author of several other inventions.

Captain PEACOCK states that he designed this dress as far back as the year 1828, and has had one in use himself ever since that period. He has, however, only recently been induced to make it public, which he has now done, and placed its manufacture in the hands of Messrs. PINDER and TUCKWELL, clothiers and outfitters, at Exeter, having registered it under the title of the "Nautilus Safety Bathing Dress." Its cost is, for a man's dress 15s., and for a female's from that sum upwards.

SURF-SWIMMING.—A correspondent writes:—"Allow me, as one who has for many years been accustomed to swimming in the heaviest surf, and still practises it with pleasure, to make a few remarks on surf-swimming. It is easy enough to pass out through any surf by simply sinking under each roller as it comes along; but it is quite a different thing to get on shore again. However, it can be managed safely, if only time is taken. On the approach of each roller, dive out again below it, then swim towards the shore until the next roller overtakes you, then underneath it again. Nearer shore comes the more difficult part, when, if you do not take care and bide your time, you will be rolled over, get your nose and ears filled with sand, and at last arrive at the surface only to find yourself being run out to sea again much faster than you like, and another roller waiting for you to repeat the dose. There is the danger. You get well blown, and then, unless there is a saving hand, it is all up. Never fight against the waves; go with them. When you find yourself being drawn out in the reflux, swim with it, and when you meet the incoming roller, go over it with a spring if possible; and if not, under it; then wait for the next roller, or, if very bad, for a small one, and swim in with it, putting on a spurt. The moment the reflux commences throw yourself on your feet, one foot well in front, and stand firm, until the water runs off, then do so yourself; but if you cannot keep your feet you must just go with the reflux out to sea again and make another attempt. The most important thing to remember is to save your wind. Never let yourself get blown, for if you get blown you cannot go under a roller when necessary. Another piece of advice is—never to let a blue roller fall on the top of your head, or it may stun you. . . . In many cases it will be found that, after the fifth, sixth, or seventh wave, there is a comparative lull—a short one—when a smoother, long-drawn wave intervenes. It is worth while studying this before going in, because it helps in coming out, though the coming back is always the most difficult part. When that smoother wave travels towards the shore, the utmost rapidity in action on the part of the returning swimmer is, of course, necessary; side-stroke swimming is then the best, because the quickest. However, any one who is not an experienced swimmer, and who has not great strength, had better steer clear of surf-swimming."

HUNT'S GUN AND PROJECTILE FOR EFFECTING COMMUNICATION WITH WRECKED VESSELS.

IN the last number of this Journal we described an ingenious American invention for night-signalling, which we conceive would be especially valuable in cases of stranding, or other disaster to trading vessels. We have now to notice another, also from that land which has been so fertile in the production of new inventions, viz., a new description of projectile for conveying a line to a stranded ship.

As many of our readers will be aware, the first invention of this kind which was brought practically into use, and which was the means of saving, in the aggregate, numberless lives, was designed by the late Captain MANBY, in the early part of the present century. It consisted of a small brass mortar, from which a twenty-four-pound iron shot was thrown, with a line attached, which line, carried over a stranded vessel by the shot, was secured by the crew, who by its means were then enabled to haul on board a block having a strong but light line rove through it, both ends of the line being left in the hands of the helpers on the shore.

Those on board had then only to make the block fast to the rigging or one of the masts, for which purpose a stout rope, termed a tail, was spliced to it, and those on the land, having command of both ends of the line, were enabled to haul off a strong hawser, along which they hauled the crew one by one, or sometimes two together, to the shore in a canvas cot suspended to and traversing on the hawser. As we have in earlier Numbers of this Journal fully described the MANBY apparatus in every detail, we will not repeat the same, but merely observe that, although rockets were subsequently adopted in lieu of the shot to carry the first line over a vessel, on account of their greater portability and longer range, in other respects the apparatus is but slightly changed, and that Captain MANBY is entitled to the whole credit of

the original idea and of its first practical application.

The use of the rocket as a propeller or projectile for carrying the line, was first proposed by the late Mr. DENNETT, of Carisbrooke, in the Isle of Wight, and his rockets were supplied for many years, jointly with the Manby apparatus, by the Board of Customs, which had then the control of the Coastguard service.

On the Coastguard, however, being transferred to the Admiralty, and the supply and management of the Life-saving apparatus to the Board of Trade, under the provision of the Merchant Shipping Act of 1854, the latter Board exclusively adopted the rocket, in which a further improvement had been made by Colonel BOXER, of the Royal Artillery, whereby a considerably longer flight was obtained. That apparatus is now especially known as the English Life-saving Apparatus, it not having been adopted, we believe, by any foreign countries, chiefly on account of the expensive character of the rockets.

Mr. EDMUND J. HUNT, of Weymouth, Massachusetts, now comes into the field, and claims for his plan certain advantages over the rocket, viz., a longer range, a truer aim, especially in a high wind; and comparative cheapness.

It is a return to Captain MANBY's plan, in so far as that it is a shot discharged from a gun; but the shot, or projectile, is of very peculiar character, its chief characteristic being that it contains within it a large portion of the line to effect communication with the stranded ship, the result being: 1st. That the line, not having to be dragged along its whole length from the shore, but withdrawn from the projectile during its flight, the latter is not impeded by it, and a longer range is thereby obtained. 2nd. That the projectile and line are not carried to leeward of the line of fire by the force of the wind when the latter is blowing

athwart its course, a truer direction being thereby obtained.

The projectile is, in fact, a tin cylinder or tube, 20 inches long, by $3\frac{1}{4}$ inches in diameter, with a solid leaden shot of the same diameter at one end, the remainder of the tube having tightly coiled within it a small, but strong flax line, saturated with paraffin, and said to have a breaking strain of about three hundredweight. The projecting end of this line, when a shot is about to be fired, is knotted to another coil in a cylinder on the shore, being a supplementary line to the other, a portion of it being drawn on upon the first starting of the projectile, and any further amount required towards the close of its flight, when it has discharged all the line within it. After being discharged, the line cannot be again re-coiled within the cylinder by hand, as it has to be done by a machine constructed for the purpose; but a sufficient number of the projectiles would be supplied to each station, and they could, after use, be re-filled at leisure, the cost of each discharge being under seven shillings, which is, we believe, much less than half that of a Boxer's rocket.

The weight of a projectile, ready for use, is $12\frac{1}{2}$ lb., that of the gun averaging about 60 lb.

On the 14th March last an experimental trial of Mr. HUNT's apparatus was made at Shoeburyness by the Royal Artillery stationed there, for the information of the Board of Trade, Commander PROWSE, R.N., the Superintendent under that Board of the Life-saving apparatus on the Coasts of the United Kingdom, being present, also the Colonel in command at Shoeburyness, officers of the Royal Artillery, Mr. HUNT, the inventor, and others.

The results of the trial, as regards range, certainty, and accuracy of direction, were very favourable, the range varying from 300 to more than 500 yards, according to the amount of powder-charge; whilst the direction was so good that not a single shot would have failed to throw

the line over an ordinary boat, and not a single line was broken. There was but little wind at the time, much to the regret of the inventor, who stated that in a high wind, either adverse or athwart, the merits of his invention would have been still more apparent.

There remain, however, two points which require to be tested by actual experience before the relative advantages of the Government rocket apparatus and that of Mr. HUNT can be confidently stated, viz.:

1st. The greater weight of the gun and its bed as compared with the rocket-tube and stand.

2nd. The comparative smallness of Mr. HUNT's lines.

At some stations portability is undoubtedly of much importance, but there are many others where it is of comparatively little, and the weight of this gun and bed, between 80 lb. and 90 lb., slung to a pole, could be carried readily by two men.

The smallness of the line is certainly a disadvantage, as, although it is said to bear a strain of 3 cwt., being only of the thickness of an ordinary goose-quill it would not be grasped so well by men hauling on it as would a stouter line, and would be liable to cut their hands or slip through them should a severe strain be put on it. As it is, however, in actual use by the Massachusetts Humane Society at their life-saving stations, and has been favourably reported on by it, that question will in a short time be solved, if it has not been so already. That Society has handsomely presented to the NATIONAL LIFE-BOAT INSTITUTION one of Mr. HUNT's guns, with projectile and lines complete. Since, however, the Institution does not undertake the provision or management of any other life-saving material than that of the Life-boats, it has no practical use for the gun, &c., which it has therefore deposited at the Museum of the Royal United Service Institution, Whitehall Yard, London, where it may be seen by any one taking an interest in the subject.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



CAHORE, Co. WEXFORD.—The NATIONAL LIFE-BOAT INSTITUTION has recently forwarded to the coast of Wexford a new Life-boat, which has been stationed at Cahore, in the place of the former Boat. It is 34 feet long, 8 feet wide, rows 10 oars double-banked, and possesses the usual characteristics of the Boats of the Institution in regard to self-righting, self-ejecting water, &c. It is provided with a transporting carriage, which is also admirably adapted to its purpose. The expense of this new Life-boat and equipment has been met from a munificent gift to the Institution by the Misses BROOKE, in memory of their late brother, JOHN BROOKE, Esq., Q.C., through JOHN RICHARDSON, Esq., Q.C., of Dublin and Clones, the Life-boat being named the *John Brooke*.

NEW BRIGHTON.—It having been thought desirable to have a second Tubular Life-boat on this important Station, one has been specially built and placed there, its cost being presented to the Institution, through the Liverpool and New Brighton Branch, by Messrs. JOHN HAY & Co., of Liverpool. The Boat, at their request, has been named the *Stuart Hay*; it is 40 feet long, 8 feet 10 inches wide, and rows 12 oars double-banked; it was placed on its Station in October 1878.

It may be mentioned that the Institution has also provided the crew with a semi-Life-boat, 24 feet long and 6 feet 9 inches

wide, rowing 6 oars single-banked, and provided with air-cases under the thwarts, to enable them to go out to the Tubular Boats, which are kept moored afloat, the men having often incurred risk during blowing weather in boarding the Life-boats from the landing-stage at New Brighton in an ordinary shore-boat.

KINGSTOWN, IRELAND.—In May last a new Life-boat was placed on this Station, the Boat being 37 feet long, 8½ feet wide, and rowing 12 oars double-banked; its cost was defrayed from a legacy to the Institution by the late Miss ANDERSON, of Leamington, supplemented by a gift from her niece, Mrs. GOFF. The Boat, which is named the *Hector*, in accordance with the wishes of the donors, was publicly launched at its Station on the 24th of May, under the superintendence of one of the Inspectors of Life-boats to the Institution, in the presence of a very large crowd of spectators.—Prior to the launch, the Rev. G. W. DALTON, M.A., of Glenageary, offered up a short prayer for the success of the Life-boat, and the Hon. Mrs. CROFTON, wife of the Harbour Master and Local Branch Honorary Secretary, named the Boat in the customary manner. The crew were much pleased with their new Life-boat.

DROGHEDA, IRELAND.—The No. 1 Life-boat on this Station—kept at the north

side of the mouth of the River Boyne—has recently been replaced by a new 34 feet 10-oared Boat, specially designed to meet the requirements of this part of the coast, so as to be easily launched on the flat beach extending from Clogher Head to the Boyne. It is hoped that this Life-boat may thus do away with the necessity of the present No. 2 Boat crossing, or attempting to cross, a dangerous bar on occasions of shipwrecks in that direction. A suitable carriage has been provided for the new Boat. Like the one it superseded, this Life-boat is named the *Old George Irlam of Liverpool*.

KIRKCOUBRIGHT, N.B.—The small Life-boat stationed here has been replaced by a 32 feet 10-oared Boat and carriage, the expense of which has been defrayed from a legacy to the Institution by the late Dr. MACKIE, of Greenock, for a Life-boat for this part of the Scotch coast, the Boat being named the *Mackie*. It was placed in the charge of the Local Committee by one of the Inspectors of Life-boats of the Institution on the 29th of May last, and the crew, after trying the Boat, expressed every satisfaction with its behaviour and capabilities.

TRALEE BAY, IRELAND.—On the application of the local residents, the NATIONAL LIFE-BOAT INSTITUTION has formed a Life-boat Establishment in Tralee Bay, near the Coastguard Station at Outward Fenit, from which place it is hoped the Boat may be made available on the occasion of shipwrecks in Ballyheige Bay, in addition to being ready for service when required in Tralee Bay. The Life-boat provided for this Station is one of the 34 feet 10-oared class, furnished with a transporting carriage. The Boat-house has been erected on a suitable site, which was readily granted to the Institution by the late JOHN HURLY, Esq., of Fenit. The Life-boat is named the *Admiral Butcher*, and the whole expense of this new Life-boat Station has been presented to the Institution by R. G. BUTCHER,

Esq., the eminent surgeon at Dublin, in memory of his late father and brother, as will be seen by the annexed copy of an Inscription which has been placed on a stone tablet attached to the Boat-house :

The "Admiral Butcher" Life-boat

WAS PLACED HERE, ON THE COAST OF HIS NATIVE COUNTY, BY

RICHARD GEORGE BUTCHER,
SURGEON,

IN AFFECTIONATE REMEMBRANCE OF HIS FATHER,

ADMIRAL SAMUEL BUTCHER,

AND OF HIS BROTHER,

SAMUEL BUTCHER, S.T.P.,

SOMETIME REGIUS PROFESSOR OF DIVINITY IN
TRINITY COLLEGE, DUBLIN, AND LORD
BISHOP OF MEATH.

"Jehovah maketh the storm a calm, so that the waves thereof are still."—*Ps. cvii. 29.*

"And Jesus arose, and rebuked the wind, and said unto the sea, Peace, be still!"—*St. Mark, iv. 39.*

The new Life-boat and carriage were despatched to their Station by steamer from London to Cork, and thence by railway to Tralee, a free conveyance being given them by the City of Cork Steam Ship and the Great Southern and Western Railway Companies. The public inauguration of the new Life-boat Establishment took place on the 26th of June, under the superintendence of Admiral WARD, the Chief Inspector to the Institution. On that occasion Dr. BUTCHER was presented with an illuminated Address by Lieut.-Colonel CROSBIE, D.L., on the part of the people of Tralee and the surrounding district. After acknowledging it, he handed over the Life-boat to the NATIONAL LIFE-BOAT INSTITUTION and the Tralee Branch. The gift was suitably received by the Inspector of Life-boats, and the ceremony of naming the boat was performed by Miss CROSBIE, after which it was launched and tried by the crew, who were well pleased with its behaviour under oars and sails.

THE WRECK REGISTER FOR 1877-78.

FROM the Abstract of the Wreck Register presented by the Board of Trade, before the close of last Session, to Parliament, it appears that the number of shipwrecks, casualties, and collisions on and near the coasts of the United Kingdom, during the twelve months from the 1st July, 1877, to the 30th June, 1878, was 3,641, which number is happily less than that of the previous year by 523. It should, however, be clearly understood, that the wrecks and casualties treated of in the various tables contained in the Register do not mean total losses only, but include accidents and damage of all kinds to ships at sea, of which only a small proportion are attended with loss of life. Thus of the 3,641 wrecks, casualties, and collisions on the coasts of the United Kingdom, only 422 cases involved total loss, and there was loss of life from only 126, or about 1 in 29, of the vessels thus lost or damaged.

After deducting 422 from the casualties of the year, we find that the remainder is made up of 936 serious casualties and 2,283 minor disasters.

Thus the Wreck Register for the period under consideration is full of information concerning the fearful storms which raged on our coasts, the shipwrecks which occurred, the immense destruction of valuable property, and above all the loss of hundreds of precious lives.

When, however, we remember the great and increasing shipping interest of the United Kingdom, and the certainty and violence of the storms which visit every year our seas and coasts, every one must be impressed that shipwrecks, casualties, and collisions are inevitable.

We may here repeat the important fact, that the number of British vessels alone entering inwards and clearing outwards to and from ports of the United Kingdom in one year averages 600,000—representing a tonnage probably of 102,000,000.

Since 1852 the NATIONAL LIFE-BOAT

INSTITUTION has, through its *Journal*, periodically called attention to the annual record of shipwrecks on our coasts. The following is a list of them from 1854 to 1877-78, as detailed in the Wreck Register:—1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,488; 1863, 1,664; 1864, 1,390; 1865, 1,656; 1866, 1,860; 1867, 2,090; 1868, 1,747; 1869, 2,114; 1870, 1,502; 1871, 1,575; 1872, 1,958; 1873 (first six months), 967; 1873-4, 1,803; 1874-5, 3,590; 1875-6, 3,757; 1876-7, 4,164; and 1877-8, 3,641; making a total number of wrecks in twenty-four years of 46,320, and what is still more lamentable, the actual loss of 17,829 lives from these very shipwrecks.

The loss of life during this period would undoubtedly have been increased by thousands in the absence of the noble and determined services of the Life-boats of the NATIONAL LIFE-BOAT INSTITUTION, which are ever ready, in the midst often of storms that are enough to appal the stoutest hearts, to succour the shipwrecked sailor.

It appears that the 3,641 wrecks, casualties, and collisions, reported as having occurred on and near the coasts of the United Kingdom during the year 1877-78 comprised 4,436 vessels. The number of ships in that period is fortunately less than the total of the previous year by 581. The number of ships is in excess of the casualties reported, because in cases of collision two or more ships are involved in one casualty. Thus 795 were collisions, and 2,846 were wrecks and casualties other than collisions. On subdividing these latter casualties we find that 363 were wrecks, &c., resulting in total loss, 698 were casualties resulting in serious damage, and 1,785 were minor accidents. During the year 1876-77 the wrecks and casualties other than collisions on and near our coasts numbered 3,317, or

471 more than the number reported during the twelve months now under discussion.

The localities of the wrecks, still excluding collisions, are thus given:—East coasts of England and Scotland, 1,007; south coast, 604; west coasts of England and Scotland, and coast of Ireland, 944; north coast of Scotland, 106; and other parts, 185. Total, 2,846.

The greatest destruction of human life happened on the south coast of England, on account of the 318 lives lost by the foundering of H.M.S. *Eurydice* off the Isle of Wight, on the 24th March, 1878.

The accompanying Wreck Chart is for the past year. It will be observed that on it is delineated with great accuracy the site of each of these 3,641 shipwrecks. There is also before us a similar chart, which we have had specially prepared, for the past two years. This represents the sites of nearly 8,000 shipping casualties. The appearance of this latter chart is certainly most striking, and, we are compelled to add, very discouraging, from the fact that, while the Life-boats and the Rocket Apparatus save every life from shipwreck that it is practicable to save, the number of shipwrecks on our coasts every year is overwhelming, and baffles all means, not only for their prevention, but all efforts for their appreciable diminution.

But we must proceed with our analysis of the past year's Wreck Register. Excluding collisions, we observe that out of the 2,846 casualties, 2,446 disasters occurred to vessels belonging to this country and its dependencies, and that 400 disasters happened to ships which belonged to foreign nations. Of these 2,446 British vessels, 1,557 were employed in our own coasting trade, 728 in the (oversea) foreign and home trade, and 161 as fishing vessels. There were 12 casualties to ships belonging to foreign countries and states employed in the British coasting trade, and 323 to foreign vessels bound to or from British ports, although not actually engaged in our coasting trade; while there were 65 casualties to foreign ships which were not trading to or from the United Kingdom.

Again, we find that between 1861 and 1878 the number of British and foreign ships that came to grief on our coasts, and from which life was lost, was 2,910, resulting in the loss of 13,990 lives.

It is a lamentable fact to observe that the total number of English ships, excluding collision cases, which appear to have foundered or to have been otherwise totally lost on and near the coasts of the United Kingdom from defects in the ships or their equipments during the year, is 34; while 69 happened through the errors, &c., of masters, officers, crews, or pilots, 138 through stress of weather, and 53 from other or unknown causes.

The number of casualties arising from the same causes during the year, and resulting in serious damage, is as follows:—Through defects, 33; errors, 138; stress of weather, 289; other causes, 127; and the cases of minor damage were, through defects, 134; errors, 198; stress of weather, 1,002; and other causes, 231.

The ages of the vessels wrecked during the period under consideration are also thus given in the Register. Excluding foreign ships and collision cases, 220 wrecks and casualties happened to nearly new ships, and 325 to ships from 3 to 7 years of age. Then there are wrecks and casualties to 508 ships from 7 to 14 years old, and to 811 from 15 to 30 years old. Then follow 418 old ships from 30 to 50 years old. Having passed the service of half a century, we come to the very old ships, viz. 54 between 50 and 60 years old, 26 from 60 to 70, 17 from 70 to 80, 7 from 80 to 90, 1 from 90 to 100, and 2 upwards of 100 years old, while the ages of 57 of the wrecks are unknown.

Excluding collisions, 448 steamships, and 2,398 sailing vessels, were lost on our coasts last year. Of the 2,446 British ships meeting with disaster in the year, 1,264 did not exceed 100 tons burden, 777 were from 100 to 300 tons, 174 were from 300 to 500 tons, and 231 were above 500 tons burden. Of the 294 British vessels totally lost, irrespective of

collisions, 28 are known to have been built of iron; and of this number, 27 were steamships, and 1 was a sailing vessel.

With reference to the force and direction of the wind, this Wreck Register only gives the winds in 1,352 out of the 3,641 cases of the year. Dealing with these 1,352 cases only, we find that the winds that have been most fatal to shipping on and near the coasts of the United Kingdom during the year were as follows:— N. to E. inclusive, 286; E. by S. to S. inclusive, 188; S. by W. to W. inclusive, 600; and W. by N. to N. by W. inclusive, 278. Total, 1,352.

On distinguishing these last-named casualties near the coasts of the United Kingdom according to the force of the wind at the time at which the disaster occurred, 553 happened with the wind at forces 7 and 8, or a moderate to fresh gale, when a ship, if properly found, manned, and navigated, ought to be able to keep the sea with safety; while 799 disasters happened when the force of the wind was 9 and upwards, that is to say, from a strong gale to a hurricane.

The casualties to ships in our rivers and harbours continue to be still very numerous; the number during the year having been 1,072, of which 29 were total losses, 291 were serious casualties, and 752 minor casualties.

Of these casualties, collisions numbered 759, foundering 16, strandings 189, and miscellaneous 108.

These 1,072 casualties caused the loss of or damage to 1,919 vessels, of which 1,099 were British sailing vessels, 623 British steam-vessels, 150 foreign sailing vessels, and 47 foreign steam-vessels. The lives lost in these casualties were 13.

With reference to the collisions on and near our coasts during the year, 38 of the 795 collisions were between two steamships both under way. The importance of this fact cannot be overrated, for it is hardly possible to conceive a casualty more awful in its ultimate consequences than

a collision between two ships; and we sincerely trust that the new Rule of the Road at Sea just issued by the BOARD OF TRADE will help materially to diminish every year in our seas and rivers these fearful catastrophes.

As regards the loss of life, the Wreck Abstract shows that the number was 892, from the various shipwrecks enumerated during the twelve months.

Of the lives lost, 377 were lost in vessels that foundered, 181 through vessels in collision, 154 in vessels stranded or cast ashore, and 155 in missing vessels. The remaining twenty-five lives were lost from various causes, such as through being washed overboard in heavy seas, explosions, missing vessels, &c.

Of the 126 ships from which the 892 lives were lost, 105 were British, involving the loss of 816 lives, and 21 were foreign, causing the loss of 76 lives.

While sincerely lamenting the loss of so many hundreds of lives during the past year, it is nevertheless satisfactory to know that the unceasing and successful efforts to save life from shipwreck, which are now being made on the coasts of the United Kingdom by the NATIONAL LIFE-BOAT INSTITUTION and the BOARD OF TRADE, are attended by most encouraging results. Thus the Wreck Register for the past year reveals the important fact that by their combined means, in conjunction with the successful efforts used on board the distressed vessels themselves, &c., as many as 4,070 lives were saved from the various wrecks which took place in that period in our seas and on our coasts.

The saving of life from shipwreck on our coast has clearly, after years of ceaseless toil and experiments, become an art, which is mercifully every year robbing the sea of its direst havoc.

Resting firmly now, as of yore, on the blessing of God, the NATIONAL LIFE-BOAT INSTITUTION appeals with renewed confidence to the British public for sympathy and increasing support.



SUMMARY

In 1877-8 the Number of Vessels lost or damaged on the coasts, and in the seas of the United Kingdom was 4436, and the loss of Life as far as can be ascertained 892.

	Mortar and Rocket Stations		
There are	218	193	in England.
	41	42	Scotland.
	32	51	Ireland.

WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR
1877-8.
Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.
OF THE
ROYAL NATIONAL LIFE BOAT INSTITUTION.

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

Scale of Nautic Miles
10 0 50 100



SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT INSTITUTION FROM THE 1ST MARCH TO THE 30TH JUNE 1879.

BROADSTAIRS.—On the 2nd March, in reply to signal guns from the Gull Lightship the *Samuel Morrison Collins* Life-boat proceeded to the Goodwin Sands and found the three-masted schooner *Ocean Queen*, of Plymouth, ashore on the E. part of the Sand, with a London tug in attendance on her. The services of the Life-boat were also accepted; and eventually the vessel was got afloat and taken to Ramsgate Harbour. She had a crew of 7 men.

RAMSGATE.—On the 2nd March, at 10.10 P.M., signal guns and rockets were fired by the Gull Lightship. The *Vulcan* steam-tug and *Bradford* Life-boat went out, and were informed that a large flare light had been seen on the sands. They steered in the direction indicated for some distance, when the vessel in distress was seen, and the Life-boat was slipped and sailed towards her. She was the brigantine *Fraternity*, of Krageroe, Norway, bound from Watchet to that port in ballast, with a crew of 6 men. The master engaged the Life-boatmen's assistance to get the vessel off the sand and into a place of safety; accordingly they went on board, clewed up and furled the sails, and then signalled for the tug, which steamed up and attached her hawser, and after towing for a short time the vessel came afloat, and was taken into Ramsgate Harbour.

On the 24th March, intelligence having been received that a barque was ashore on the Kentish Knock Sand, and that a shipwrecked crew were on board the Knock Lightship, which is about twenty-six miles from Ramsgate, the Life-boat *Bradford* and steam-tug *Aid* proceeded out to the Sand. A fresh E. gale was blowing and the sea was heavy at the time. On arriving near, a barque was observed driving over the Long Sand. The Life-Boat was slipped and sailed towards the vessel, which was found to be waterlogged and abandoned. She then sailed to the tug and was taken in tow to the lightship, steered alongside, and with great difficulty, on account of the heavy sea, succeeded in taking off a shipwrecked crew of 8 men and a lad. The master stated that the barque which had been seen was their vessel, which had

struck on the Galloper Sands at 8 P.M. on the previous day. They had left her at 11 o'clock on the same night, and after being 4 hours in the boat, made for the lightship, but, unfortunately, in attempting to get on board, one man was drowned, their boat having been swamped alongside. The Life-boat and tug then proceeded back to the harbour, arriving at 10 P.M. The vessel was the barque *Lina*, of Tonsberg, Norway, bound from Porsgrund to London, with a cargo of deals and battens.

WHITBY.—On the 12th March, at about 1 P.M., the s.s. *Lorentzen*, of London, was seen to become unmanageable and to be fast drifting on to Whitby Rocks. As the crew were in great peril, the *Robert Whitworth* Life-boat proceeded to their aid. With great difficulty and danger the crew of 17 men were taken off the steamer, which by that time had gone on the rocks. She was rapidly filling with water, and shortly after the crew were landed she parted amidships, and in a very few hours was a complete wreck.

HOLY ISLAND.—On the 20th March the s.s. *Darlington*, of Stockton, bound from Dundee to Middlesborough in ballast, struck on the rocks at the N.E. corner of the island, called False Emmanuel Head, during a dense fog. Fortunately, her signals of distress were observed and the *Grace Darling* Life-boat put off to her and brought safely ashore the crew of 9 men. The steamer afterwards became a total wreck.

The Silver Medal of the Institution was voted to Mr. MATTHEW KYLE, coxswain of the Life-boat, and to Mr. GEORGE KYLE, assistant coxswain, in recognition of their gallant services in saving life from shipwreck on this and many other occasions.

MONTROSE and ANSTRUTHER, N.B.—On the afternoon of the 23rd March, the brig *Die Manten*, of Arendal, Norway, bound thence to Leith with a cargo of pit props, arrived off Lunan Bay. The captain and 2 men put off from the vessel in a boat to try to ascertain where they were; but finding the sea very heavy they endeavoured to pull back again, but could not succeed. The

Mincing Lane Life-boat thereupon put off under canvas, and rescued the 3 men, who were by that time about a hundred yards from the rocks at Usan, their boat being half full of water and the men much exhausted. As the vessel was then about seven miles distant, the men were taken to Montrose.

The *Die Manten* afterwards drove ashore some miles to the southward of Montrose, and on the wreck being observed among the breakers on the 25th March the *Admiral Fitzroy* Life-boat stationed at Anstruther put off and found there was only one man on board, clinging to the wreck. The other 2 men having become benumbed had lost their hold and dropped into the sea during the night. The survivor was at once taken into the Life-boat and brought safely ashore. There was a strong S.E. wind blowing, and the sea was heavy at the time.

HARTLEPOOL.—On the 24th March the schooner *Ann*, of Colchester, was seen about 6 A.M. making for Hartlepool, apparently in distress. When she was within about 2 miles of the harbour the No. 3 Life-boat *John Clay Barlow* put off to her, and found that she was leaking badly; she had by that time struck on the Beacon Shoal. The crew of 5 men were on the deck ready to leave when the Life-boat arrived alongside, and were taken on board the boat and safely landed at about 9 A.M. The schooner was bound from Seaham to Colchester, with coal.

CAISTER, NORFOLK.—On the 25th March, at 7 A.M., a man arrived at Caister from Winterton, and reported that a dismasted vessel was lying just outside Hasborough Sand, and that the sea at Winterton was so heavy that the Life-boat there could not be launched. The Caister No. 1 Life-boat—the *Covent Garden*—was, with much risk and labour, more than 40 men assisting, then hauled through the surf, and proceeded through a very heavy sea in the direction of Winterton. On arriving at the wreck a large steamer was found to be lying by her, but she was unable to render any assistance. The Life-boat, with great difficulty and risk, sailed alongside and succeeded in rescuing the crew, 7 in number. The vessel was the brig *Cito*, of Arendal, bound thence to

Calais with a cargo of deals. Her masts had been carried away, the spars, &c., hanging all about the vessel; her stern-post had been completely knocked out, and the sea was breaking heavily over her, the deck being level with, if not under, the surface of the water. On the following morning, the weather having moderated, the Life-boat again proceeded out, and with the aid of a steam-tug, the wreck was taken to Caister and beached there.

POOLE.—On the 27th March, at about 2 A.M., the Poole Life-boat proceeded out in reply to signals of distress shown by the ship *Martaban*, of Greenock, which had stranded on the Hook Sand, and found that 6 of her crew had left her in one of their boats. The Life-boat remained by her until about 1 P.M., when the remainder of the men, 11 in number, were taken into the boat and landed at Poole at about 2.30 P.M.

HOLYHEAD.—On the 28th March, at about 10 P.M., the Life-boat *Thomas Fielden* went off in reply to signals and found the schooner *Wellington*, of Carnarvon, in distress near the Breakwater. She had just been run into by another vessel, her bowsprit had been carried away, and her bows were considerably damaged. The Life-boat put 4 men on board to assist at the pumps and to slip the moorings, and with the aid of a steam-tug, the vessel was taken into the Old Harbour. She had a crew of 3 men.

GREAT YARMOUTH.—On the 9th April, at 10 P.M., during a strong N.E. wind and heavy sea, a large vessel was observed to be driving towards the beach. The *Abraham Thomas* Life-boat proceeded out to her, and found she was the barque *Guiseppina N.*, of Genoa, bound from Hull to Cardiff, in ballast. The Life-boat remained alongside her until she eventually drove on to the beach, when the crew of 17 men were taken into the boat and brought safely ashore, although in a very exhausted state. The seas were then breaking heavily over the barque, which afterwards became a total wreck.

CROMER.—On the 10th April the Cromer Life-boat was launched during an easterly gale and rough sea, and proceeded to the sloop *Hesperus*, of Copen-

hagen, which had shown signals of distress when about three miles from the Life-boat Station. On reaching the vessel, it was found that she was leaking badly, and that she had lost her main-boom. She was bound from Copenhagen to Hull with barley. Some of the Life-boat men boarded her, and with their assistance she was safely taken into the Humber. In the absence of the services of the Life-boat, the vessel would in all probability have been lost.

PORTHDINLLAEN.—On the 10th April, at 9.30 P.M., during a heavy gale from E.S.E., the s.s. *Baroi*, of Newcastle, anchored outside the proper roadstead in Porthdinllaen Bay. The wind afterwards shifted to E.N.E., and a heavier sea sprung up, which caused her chain to part, and she then hoisted a signal of distress. The *George Moore* Life-boat promptly proceeded to her, and, after remaining by her for about two hours, brought the crew of 6 men ashore. The vessel, however, fortunately rode out the gale, and on the following morning the Life-boat put the men on board again.

On the 14th May, at about 11 P.M., signals of distress were shown from a vessel in Carnarvon Bay, apparently at a distance of seven or eight miles from Porthdinllaen. The wind was blowing a strong gale from the N.N.E., and a heavy sea was running at the time. The Life-boat's crew were at once assembled, and the boat taken out, but just as she was being launched, other signals of distress were shown from a vessel close at hand; she was the schooner *Jane Ann*, of Llanaelhaiarn, at anchor in Porthdinllaen Bay. The Life-boat went to her, and found that she was dragging her anchor. After taking off her crew of 3 men, and having landed them at Porthdinllaen, the Life-boat proceeded in search of the other vessel, and at daybreak the Life-boat men observed a large barque which had evidently been embayed, and which was unable to beat out of the bay without assistance. A fishing boat, however, was in attendance on her, and as the services of the Life-boat were not required, she returned to her station.

PETERHEAD, N.B.—On the 11th April, signals of distress were observed in the direction of Scotstonhead, whereupon

the *People's Journal* No. 1 Life-boat proceeded out, and found the schooner *Sunshine*, of Wick, stranded on the rocks. The crew of 3 men, the master, one of the owners, and 6 passengers, were taken into the Life-boat and brought safely to Peterhead. When the Life-boat arrived, they were contemplating making an attempt to land in their own boat, a proceeding which, owing to the heavy surf breaking on the shore, would probably have been attended with serious loss of life. At high water a steam-tug and a pilot-boat proceeded to the vessel, and succeeded in getting her afloat, after which she was taken into Peterhead Harbour.

PALLING, NORFOLK.—On the 11th April, at 4.15 A.M., during a strong gale of wind from the east, with a heavy sea, a vessel was observed stranded on the beach at Waxham. With all despatch the No. 1 Life-boat was launched and taken to the spot; with some difficulty she succeeded in getting alongside, and rescued the crew of 12 men from the vessel, which proved to be the Norwegian barque *Christiania*, bound from Frederickstadt to London, with a cargo of firewood. The ship broke up immediately after the crew had been rescued, and, but for the great promptitude displayed by the Life-boat men, the crew would in all probability have perished.

BALLYCOTTON, Co. CORK.—On the 19th April, at 3 P.M., a schooner was seen entering Ballycotton Sound with a signal of distress flying. The pilot boat was manned and went out, but the weather was too stormy, a gale from the S.E. blowing at the time, and she had to return without rendering assistance. The Life-boat *St. Clair* then put off and brought the vessel to anchor, after which she returned ashore. At midnight the Life-boat again proceeded to the schooner, signals having again been shown, and placed 5 men on board to assist in pumping her, as she had taken the ground and was leaking. The vessel was ultimately enabled to proceed on her voyage. She was the schooner *Mary Lloyd*, of Portmadoc, bound from Rochester to Haulbowline, with cement.

PENZANCE.—On the 17th May, soon after 10 A.M., a mounted messenger arrived at Penzance with the news that a

brig was ashore at Perran, five miles eastward of that port. The wind was blowing strongly from S., and the sea was somewhat heavy at the time. The rocket apparatus at Marazion was at once got out and taken to Perran, and several rockets were fired over the vessel, which was from 500 to 600 yards from the shore, but the crew appeared unacquainted with the method of using it, for they merely hauled in the hawser, and fastened it on board without hauling in the block. One of the men, however, got ashore over the line. A barge manned by young fishermen put off from St. Michael's Mount and went to the vessel, but the crew refused to leave her. At Penzance it was feared that the rockets could not reach her, and therefore the Life-boat was launched and proceeded under sail to the spot; she went alongside, but no notice was taken of her, the master being unwilling for the crew to leave the ship. The sea however was gradually increasing, the wind veering to the west, and the vessel was in a most dangerous position, she being in the breakers, full of water, and surrounded by rocks. The Life-boat remained by her for some considerable time, and finally 5 of the sailors got into the boat, leaving the master alone on board. He positively declined to leave the vessel. The boat then rowed off some distance to seaward, and after waiting some time, the wind continuing to veer to the westward, and the sea increasing, they returned to the brig, and the captain was again urged to come on board. He still refused to do so, and as the boat had been struck by several heavy seas which nearly swamped her, and three oars had been broken, it was thought advisable to return ashore with the 5 Frenchmen. The 5 rescued men were accordingly safely landed at Penzance. Soon after the boat left the wreck, Commissioned Boatman GOULD, of H.M. Coast-guard, who was with the rocket apparatus, volunteered to undertake the perilous duty of going out along the rocket line with a letter from the French Vice-Consul urging the captain to leave the vessel. He succeeded in getting under the bows of the brig; but the master still determined to remain where he was, and GOULD, who had been washed away from the rope by the heavy seas and nearly lost, was hauled back to shore in a most exhausted state. Meanwhile the vessel was fast breaking

up, the masts fell over the side, and the master, who had by that time taken refuge in the rigging, was hurled down and buried in the *débris*. For some minutes it was feared that he was lost, but he was then seen amongst the wreckage, and eventually got hold of the foreyard, the sail on which somewhat sheltered him. The coastguard then fired more rockets over the wreck; the captain seized the line attached to one of them, with great difficulty he then hauled off a life-buoy from the shore, and placing himself in it, he was hauled ashore. On his nearing the land the coastguard men formed a line hand in hand, waded as far as they could into the surf, and when he got within reach they firmly grasped him and brought him safely ashore. After landing the 5 men the Life-boat was again on her way to the wreck to make another effort to induce the master to avail himself of the services of the boat, when she was recalled by signals indicating that he had been rescued.

The vessel proved to be the French brig *Ponthieu*, bound from Pomaron to Liverpool with a cargo of iron ore.

LIZARD.—On the 15th June the Life-boat proceeded to the aid of the brig *Scotsraig*, of Dundee, which had grounded directly below the Lizard lighthouses during a thick fog. After some hours' labour the vessel was extricated from her perilous position and was enabled to resume her voyage. She was bound from Falmouth to Greenock with rum and sugar.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 3rd July, 1879:

THOMAS CHAPMAN, Esq., F.R.S., V.P., *Chairman*
of the Institution, in the Chair.

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

Also the Report of the Chief Inspector, and those of three of the other Life-boat Inspectors of the Institution on their visits to the following places:—

1. Holyhead and Tralee.
2. North Deal, Kingsdowne, Hythe, Kingsgate, Walmer, Dover, Ramsgate, Broadstairs, and Margate.
3. Dublin, Drogheda, and Tralee.
4. Mullion, Penzance, Sennen Cove, Hayle, Padstow, Porthleven, Scilly, St. Ives, New Quay, Port Isaac, and Bude.

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

	£.	s.	d.
"M. L. C., of South Australia, in grateful remembrance of merciful preservation from imminent peril at sea in 1862," additional	20	0	0
Owners of the <i>Victoria</i> steamer, per HENRY PAGE, Esq., Dulwich	5	5	0
The late Capt. THOMAS ACLAND ALLEN, of the barque <i>Star of Devon</i> , per G. C. ALLEN, Esq.	5	0	0
Contents of contribution boxes at Ramsgate, per Capt. RICHARD BRAINE, additional	3	5	0
Collected after the children's flower sermon on Whitsunday afternoon at St. Paul's, Clerkenwell, per Rev. A. S. HERRING	1	7	6

—To be severally thanked.

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

	£	s.	d.
The late Mrs. MARIA HUNT, of Hornsey	500	0	0
The late Dr. ALLIN FORD PRICE, of Deptford (duty free)	100	0	0
The late CHARLES BOND, Esq., of Potton, Bedford	19	19	0
The late Miss ANNE TRAVIS, of Moston, Lancaster	10	0	0

The Committee expressed their deep regret at the death of Lord LAWRENCE, the late distinguished Viceroy of India, who had always taken a warm interest in the welfare of the Life-boat Institution, and who was a liberal annual subscriber to its funds.

Reported that the Crown Agents for the Colonies, on behalf of the Cape Government, had ordered of the Life-boat builders of the Institution a new 34 feet Life-boat, to be stationed at Port Alfred, Cape of Good Hope, and had requested the co-operation of the Institution in the matter.

Decided that this request be cordially complied with.

Also that, on the application of Mr. JOHN HEWAT, Superintendent of the Alfred Docks, Table Bay, various papers be supplied to him, to assist him in the reorganisation of the Life-boat Station at that port.

Ordered various works to be carried out at the St. Ives and New Brighton Life-boat Stations, at an expense of 101*l.*

Paid 2,013*l.* 15*s.* 3*d.* for sundry charges on various Life-boat Establishments.

Reported that the Lizard Life-boat had saved the brig *Scotsraig*, of Dundee, and her crew of 9 men.

Also that the Newbiggin Life-boat had rendered assistance to seven fishing cobbles which had been caught in a storm.

The Looe Life-boat had been launched on the 21st June, on which day it had been proposed to lay the foundation stone of the Eddystone new lighthouse. As the weather was very stormy, it was feared that some accident might occur to vessels which would go to witness the proceedings; but the Life-boat's services were not eventually needed, as the ceremony had to be postponed.

THURSDAY, 7th August:

The Chairman of the Institution in the Chair.

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

Also the Report of the Chief Inspector, and those of the five District Inspectors of Life-boats, on their visits to the following places:—

1. Clacton-on-Sea, Penmon, Cleethorpes, and Aldborough.

2. Lyme Regis, Weymouth, Chapman's Pool, Kimmeridge, Swanage, Poole, Brooke, Brightstone Grange, and Bembridge.

3. Burnham, Watchet, Lynmouth, Ilfracombe, and Morte.

4. Greencastle, Portrush, Groomsport, Ballywalter, Tyrella, Newcastle, and Dundalk.

5. Ardrossan, Irvine, and Troon.

6. Hornsea, Withernsea, and Cleethorpes.

Reported that the anonymous donor "D.," who last year presented to the Institution the cost of a Life-boat Station, had expressed his gratification that his gift had been of service in saving life from shipwreck, and had now given the Institution the sum of 850*l.* to defray the expense of another Life-boat Station, with a request that the Boat might be named the *May*.

Decided that the wishes of the donor be carried out at the earliest practicable moment.

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

	£.	s.	d.
Ancient Order of Foresters, annual subscription in aid of the support of their two Life-boats, the <i>Forester</i> , at Tynemouth, and the <i>Forester's Pride</i> , at West Hartlepool	100	0	0
Underwriters of the cargo by the Austrian barque <i>Andrina V.</i> , being a moiety of the sum of 52 <i>l.</i> 10 <i>s.</i> placed in their hands for charitable purposes	26	5	0
ARTHUR HUTCHINSON, Esq., and the Misses FANNY and CHARLOTTE HUTCHINSON, additional	24	0	0

—To be severally thanked.

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

	£.	s.	d.
The late RICHARD VANDELLEUR, Esq., of Baden Baden, for a Life-boat to be called the <i>Vandeleur</i> , and stationed on the Coast of Donegal	500	0	0
The late GEORGE HAMILTON FLETCHER, Esq., of Carshalton	500	0	0
The late Mrs. DANBY VERNON HARCOURT, of Swinton, Yorkshire (duty free)	500	0	0
The late Mrs. A. M. CATHRE, of Maida Hill, for a Life-boat for New Zealand, to be called the <i>Cathre</i>	200	0	0

Reported the transmission to their stations of the New Life-boats for Ferryside (Carmarthen Bay), Whitby, and Uppang (Yorkshire).

The Ferryside Boat, which is named the *City of Manchester*, was publicly exhibited in Manchester before being sent to its Station. It was drawn through the principal streets of that city by a fine team of six horses, kindly lent by Messrs. W. and J. WORTHINGTON, and excited much interest on the part of the numerous spectators.

Read letter from Colonel SIBORNE, R.E., British Commissioner in the Danube, of the 17th July, stating that the European Commission of the Danube had recently ordered from England a new Life-boat for the Port of Sulina, and requesting that the NATIONAL LIFE-BOAT INSTITUTION would supply him with some papers, with the view of assisting them to put the Life-boat Station in an efficient state.

Decided that this request be readily complied with.

Paid 3,960*l.* 11*s.* 1*d.* for sundry charges on various Life-boat Establishments.

Voted 28*l.* 5*s.* to pay the expenses of the Life-boats at the Isle of Arran, Porthdinllaen, and Montrose, in rendering the following services:—

	Lives saved.
Pilot smack <i>Marion</i>	2
Schooner <i>Adroit</i> , of Aberystwith	2
Dutch fishing-smack <i>Nooit Polmarkt</i> , rendered assistance.	

Voted also 90*l.* 9*s.* to pay the expenses of the Life-boats at Porthdinllaen, Appledore, Rhosneigr, Braunton, Porthoustock, Queenstown, and Broadstairs, in assembling their crews, or putting off to the aid of vessels which did not eventually require assistance.

Voted a binocular glass and 10*l.* to Mr. BENJAMIN HERRINGTON, who had lately resigned the office of coxswain of the Southwold Life-boats, in acknowledgment of his valuable services during the past forty years, in which period he had assisted to save 116 lives from various wrecks.

Voted also the thanks of the Institution to Capt. J. THOMAS, and 1*l.* each to the first mate and 2 of the crew of the steamer *Prince of Wales*, of Liverpool, for saving 2 men from a canoe which had sunk in Rock Channel during a strong N.W. breeze on the 5th July. The 2 men, who were quite unconscious, were got into the steamer's boat, and with difficulty taken on board and landed at Menai Bridge.

Also 1*l.* 5*s.* to 4 men for saving another man from a boat which had been capsized off Warrenpoint, Co. Down, on the 12th July.

THURSDAY, 4th September:

GEORGE LYALL, Esq., V.P., Deputy Chairman, 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 reports of the five District Inspectors of Life-boats, on their visits to the following places:—

1. Guernsey, Alderney, Worthing, Shoreham, Brighton, and Hayling Island.
2. Braunton, Appledore, Clovelly, Plymouth, Yealm River, Salcombe, Hope Cove, Dartmouth, Brixham, Teignmouth, Torquay, Exmouth, Sidmouth, Rhyl, Llanddulas, Llandudno, Penmon, and Moelfre.
3. Drogheda, Balbriggan, Skerries, Rogerstown, Howth, Poolbeg, Wicklow, Greystones, and Kingstown.
4. Ayr, Ballantrae, Port Patrick, Port Logan, Whithorn, Kirkcudbright, Girvan, Kildonan, Campbelltown, and Southend.
5. Donna Nook, Theddlethorpe, Sutton, Chapel, Skegness, Hunstanton, Brancaster, Wells, Blake-ney, Sheringham, Cromer, Mundesley, Bacton, Hasborough, Palling, Winterton, Caister, Yarmouth, Gorleston, Corton, Pakefield, and Lowestoft.

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

	£.	s.	d.
CROSBY LEONARD, Esq., of Clifton, for a Life-boat, to be named after himself	500	0	0

	£.	s.	d.
Executors of the late JAMES GRAHAM, Esq., of Cornwall Terrace, Regent's Park, additional	500	0	0
Collected in annual subscriptions in Demerara, per A. REID, Esq.	11	11	0
Proceeds of sermon preached in Ludford Parish Church, on Sunday, 17th August, per Rev. C. KENT, additional	1	13	5

—To be severally thanked.

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

	£.	s.	d.
The late CHARLES LANDSEER, Esq., R.A., of St. John's Wood (duty free)	500	0	0
The late ROBERT BOLT, Esq., of Poulton, Gloucester.	100	0	0

The Committee expressed their deep regret at the lamented death of the Rev. E. N. MANGIN, M.A., who had been for many years the valued Honorary Secretary of the Newbiggin Branch of the Institution.

Ordered that various works be carried out at the Fleetwood, Cleethorpes, and Port Logan Life-boat Stations, at an expense of 501*l.* 19*s.* 6*d.*

Read letter from Colonel SIBORNE, R.E., British Commissioner in the Danube, of the 28th August, thanking the Institution for the papers which it had furnished to him for use at the Life-boat Station at the Port of Sulina.

Paid 396*l.* 11*s.* 6*d.* for sundry charges on various Life-boat Establishments.

Voted 55*l.* 19*s.* 6*d.* to pay the expenses of the Life-boats at Palling, Carmarthen Bay, Ramsgate, Deal, Swansea, and Fleetwood, in rendering the following services:—

	Lives saved.
Barque <i>Zurich</i> , of North Shields	16
Cutter <i>Y. Deryon</i> , of Carmarthen. Remained by vessel.	
Barque <i>Mia Madre E.</i> , of Genoa	21
Brig <i>Queen of Britain</i> , of Carnarvon	6
Schooner <i>Elizabeth Ellen Fisher</i> , of Fleetwood	4

Reported that the Looe and Plymouth Life-boats had been present at the ceremony of laying the foundation stone of the Eddystone new lighthouse by their Royal Highnesses the Prince of WALES and the Duke of EDINBURGH, on the 19th August.

Voted 62*l.* 14*s.* 8*d.* to pay the expenses of the Southport, Rhyl, Cahore, Kingsdowne, Walmer, and Barmouth Life-boats, in either assembling their crews, or putting off in reply to signals of distress exhibited by vessels not ultimately needing their assistance.

Voted also 5*l.* to 11 men for putting off in a fishing-boat and bringing ashore 3 men from the smack *Margaret*, of Hillswick, which was in a perilous position off Stromness during a S.E. gale and hazy weather, on the 1st July.

Also 2*l.* to 3 men who put off in a boat, at some risk, and saved 1 man from the lugger *Nicholas*, of Wexford, which foundered off Greenore Head during a strong S.W. breeze, on the 24th July.

Also 1*l.* to 2 men who proceeded out, on the 20th August, through the surf in a small Life-boat kept at Tramore, Ireland, for the purpose of rendering assistance to bathers in distress, and saved a man who was in danger of being drowned.

[The Title-page and Index of Vol. X. of the Life-boat Journal are now ready, and can be had of the Publishers by order of any Bookseller.]

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—*Her Most Gracious Majesty the Queen.*
 President—*HIS GRACE THE DUKE OF NORTHUMBRLAND, Lord Privy Seal.*
 Chairman—*THOMAS CHAPMAN, Esq., F.R.S., V.P.*
 Secretary—*RICHARD LEWIS, of the Inner Temple, Esq., Barrister-at-Law.*

Services of the Life-boats of the Institution in 1878.

<i>Admiral</i> , schooner, of Thurso ... 4	<i>Gorm</i> , s.s., of Copenhagen..... 21	<i>Prospero</i> , barque, of Genoa—rendered assistance.
<i>Ann</i> , smack, of Berwick 2	<i>Greyhound</i> , ketch, of Porthcawl—assisted to save vessel and... 3	<i>Raven</i> , sloop, of Liverpool 3
<i>Ann</i> , schooner, of Runcorn..... 6	<i>Henry</i> , schooner, of Whitby—rendered assistance.	<i>Ridesdale</i> , barque, of Southampton—assisted to save vessel and... 12
<i>Balmoral</i> , s.s., of London..... 19	<i>Henry</i> , dandy, of Bridgewater—remained by vessel.	<i>Royal Arch</i> , barque, of Sunderland—rendered assistance.
<i>Blossom</i> , schooner, of Aberdeen... 3	<i>Heroine</i> , schooner, of Dartmouth. 3	<i>St. Helen</i> , brigantine, of Carnarvon 5
<i>Broughton</i> , barque, of Swansea... 15	<i>James</i> , schooner, of Thurso..... 4	<i>Sally</i> , fishing-sloop, of Wells... 4
<i>Carr Tual</i> , barque, of Liverpool. 9	<i>James and Sarah</i> , fishing-boat, of Scarborough 2	<i>Sarah</i> , coble, of Scarborough—saved vessel and 3
<i>Caroline Marlon</i> , schooner, of Dumfries 4	<i>Jane</i> , fishing-coble, of Callercrofts—rendered assistance.	<i>Seaflower</i> , brigantine, of Seaham 5
<i>Charles Chaloner</i> , barque, of Fleetwood..... 1	<i>Jane Shearer</i> , schooner, of Thurso 4	<i>Smithfield</i> , schooner, of Aberdeen 7
<i>Charlotte</i> , schooner, of Portmadoc 4	<i>Jeanne d'Arc</i> , brig, of Trouville—assisted to save vessel and... 12	<i>Southern Cross</i> , pilot-boat, of Montrose—saved boat and... 2
<i>Cochran</i> , barque, of Cardiff—remained by vessel.	<i>Johann Benjamin</i> , barque, of Memel 9	<i>Spartan</i> , s.s., of Rotterdam 10
<i>Countess of Durham</i> , barque, of Youghal—rendered assistance.	<i>Lady of the Lake</i> , smack, of Portsmouth 4	<i>Statthes</i> fishing-cobles—rendered assistance.
<i>Cygnat</i> , brigantine, of Silloth... 4	<i>Lark</i> , schooner, of Aberdeen ... 4	<i>Star of Peace</i> , barge, of London . 3
<i>Delhi</i> , brigantine, of Belfast 6	<i>Margaret</i> , schooner, of Goolle ... 5	<i>Star of the West</i> , schooner, of Bridgewater—saved vessel and . 5
<i>Dispatch</i> , schooner, of Sunderland—assisted to save vessel and .. 3	<i>Margaret Ann</i> , schooner, of Carnarvon—assisted to save vessel and 4	<i>Sueine Meinde</i> , barque, of Pillau. 10
<i>Donna Maria</i> , brigantine, of Swansea—assisted to save vessel and 6	<i>Marianne</i> , schooner, of London... 4	<i>Swallow</i> , smack—rendered assistance.
<i>Dryad</i> , steamer, of Glasgow 4	<i>Mary</i> , schooner, of Inverness ... 5	<i>Theresa</i> , barque, of North Shields 11
<i>Dusty Miller</i> , barque, of Liverpool—remained by vessel.	<i>Mary Ann</i> , smack, of St. Andrew's 3	<i>Thorn</i> , smack, of Chester 2
<i>Eagle</i> , s.s., of Neath—remained by vessel.	<i>Mary Elizabeth</i> , schooner, of Beaumaris 5	<i>Unionist</i> , schooner, of Berwick.. 5
<i>Elbe</i> , steamer—remained by vessel.	<i>Matilda</i> , brig, of Laurvig 10	<i>Velocity</i> , schooner, of Nefyn.... 3
<i>Elisa</i> , brig, of Shoreham 9	<i>Melita</i> , brig, of Blyth—crew and beachmen 16	<i>Wasp</i> , smack, of Belfast 3
<i>Elisa</i> , fishing-boat, of Scarborough 2	<i>Milky Way</i> , schooner, of Fraserburgh—assisted to save vessel and 4	<i>Welcome</i> , fishing-boat, of Hartlepool 2
<i>Elisabeth Klousterboer</i> , brigantine. 1	<i>Montagu</i> , s.s., of Liverpool 18	<i>Whitby</i> fishing-boats—rendered assistance.
<i>Elizabeth and Catherine</i> , barque, of Sunderland—remained by vessel.	<i>Mystery</i> , cutter, of Great Yarmouth—saved vessel.	<i>William Naisby</i> , barque, of London—assisted to save vessel.
<i>Emerald Isle</i> , schooner, of Drogheda—saved vessel and 5	<i>Newbiggin</i> fishing-boats—rendered assistance.	<i>Wladisner</i> , brig, of Libau..... 8
<i>Escape</i> , schooner, of Hull 7	<i>Old Goody</i> , brigantine, of Faversham—assisted to save vessel and 8	<i>Zephyr</i> , schooner, of Montrose—assisted to save vessel and 5
<i>Eva</i> , schooner, of Runcorn 4	<i>Olinka</i> , Austrian brig..... 12	<i>Zosteria</i> , schooner, of Colchester—assisted to save vessel and .. 5
<i>Fairy</i> , dandy, of Wexford 6	<i>Olive Branch</i> , sloop, of Cardiff . 3	
<i>Fearless</i> , schooner, of Guernsey ... 6	<i>Oscar</i> , s.s., of Leith..... 22	
<i>F. Edwards</i> , schooner, of Grimsby 5	<i>Phanician</i> , schooner, of Douglas. 4	
<i>Florida</i> , brigantine, of Christiania—assisted to save vessel and .. 7	<i>Phoenix</i> , schooner, of London.... 4	
<i>Frances Mary</i> , brigantine, of Drogheda..... 1	<i>Pioneer</i> , steamer, of Dublin—rendered assistance.	
<i>Garland</i> , brig, of South Shields.. 9		
<i>Golden Plover</i> , brig, of Sunderland 10		

Total lives saved by Life-boats, in 1878, in addition to 17 vessels . 471
 Ditto in first 9 months of 1879, besides 11 vessels 511
 During the same period the Institution granted rewards for saving lives by fishing and other boats 333

Total of lives saved } 1315
 in 21 months... }

THE COMMITTEE OF MANAGEMENT have to state that during the year 1878 and the first nine months of 1879, the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £56,438 on its 270 Life-boat Establishments on the coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 1315 persons from various shipwrecks on our coasts, for which services it granted 13 Silver Medals and 20 Votes of Thanks on Vellum, besides pecuniary rewards to the amount of £4437.

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 26,760; for which services 92 Gold Medals, 899 Silver Medals, and £58,579 in cash have been granted as rewards.

The Committee desire to acknowledge, with gratitude, the liberal support which they have received from the British public during the past few years, a support which has enabled them to establish their present great fleet of 270 Life-boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain their fleet in a thoroughly efficient state, and its crews practised in the management of their boats, which can only be effected by a large and permanent annual income, they earnestly appeal to all classes of their countrymen to continue to aid them in upholding and perpetuating so great and truly national a work.

The expense of a Life-boat, its equipment, transporting carriage, and Boat-house, averages £900, in addition to £70 a year needed to keep the Establishment in a state of efficiency.

Donations and Annual Subscriptions will be thankfully received by the Bankers of the Institution, Messrs. COURTS AND CO., 59 Strand; Messrs. HERRIES, FARQUHAR, AND CO., 16 St. James's Street; Messrs. HOARE, 37 Fleet Street, London; by all the other Bankers in the United Kingdom; by all the Life-boat Branches; and by the Secretary, at the Institution, 14 JOHN STREET, ADELPHI, London, W.C.—November 1, 1879.