

THE LIFE-BOAT,

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LIFE-BOATS AND LIFE-SAVING APPARATUS IN THE UNITED STATES OF AMERICA.

WE have in previous numbers of the *Life-boat Journal* given accounts of the Life-saving Institutions of France and Germany, and have referred to those in other maritime countries of Europe. We feel sure that equal interest will be felt in a description of the means provided for the protection of human life from shipwreck on the shores of that land, first peopled by Englishmen, the greatness and prosperity of which, born of British energy, enterprise, and love of liberty, ought to afford us the same pride and satisfaction that is felt by a parent in the progress and success of a son, even if in course of time it should eclipse his own.

A further reason why we should take especial interest in the life-saving service of the United States arises from the circumstance that, consequent on our extensive trade with that country—amounting to more than sixty millions sterling of goods sent from it to Britain every year—a large proportion of the ships and crews which are saved through its instrumentality are British.

Before giving a description of that service, some important distinctions between it and our own should be noted.

The first distinction to which we will refer is, that whereas the Life-boat establishments in this country are *solely*

supported by voluntary contributions, and the Rocket Life-saving Apparatus only is provided by the Government and worked by the Coastguard; on the contrary, the whole, or nearly the whole, service of life-saving is, we believe, provided for in the United States by annual money appropriations from Congress.

Secondly, whilst we have only our sea-coast to protect, they have, besides their immense Atlantic and Pacific coasts, the very extensive shores of their inland seas, the great American lakes, on which many of their life-saving stations are placed.

Thirdly, the coasts of the United States where wrecks most frequently occur, notably those of New Jersey, Long Island, and Massachusetts, are desolate and far removed from human habitations, which necessitates the special and constant employment of men to look out for vessels in distress and work the boats and apparatus, and the provision of dwellings for them, together with houses of refuge to shelter and succour shipwrecked persons; whereas on the coasts of the United Kingdom, which are more thickly populated, the fishermen and other coast boatmen are utilized to man the Life-boats and assist the Coastguard to work the rocket apparatus, living in their own dwellings and being paid for their aid only when required, with the exception of the cox-

swains of the Life-boats, who have, in addition, a small salary.

In the year 1848 the nucleus of the present Life-saving Service in the United States was formed by the Government erecting a few rude refuge-huts on the coast of New Jersey, which were supplemented by small appropriations, from time to time, until Long Island was likewise similarly provided.

There was, however, no organised system, but rudimentary Life-boats or Surf-boats, and other life-saving appliances were provided, and volunteers from among the local fishermen, or other boatmen, were relied on to use them on the occurrence of shipwrecks.

In the year 1871, however, under the present General Superintendent of the Life-saving Service, Mr. SUMNER J. KIMBALL, its entire reorganisation was effected, and the existing system introduced; and we find there were in December 1878, the Report of which year we have before us, 196 Life-saving stations on the sea and lake coasts, with retained and paid crews, frequently practised in the management of their boats and apparatus, and inspected by Government officers attached to the service. Only a portion of the above stations, however, are provided with Surf-boats, and a still smaller number with Life-boats, analogous to those in this country, which relieve themselves of water shipped or seas breaking over them, and self-right if upset, which boats are said to be too heavy to be worked on the flat shores of the Atlantic coast, with their sparse population; and their use is, we believe, confined, or nearly so, to a few stations, chiefly on the lakes and on the Pacific coast.

The coasts are divided into 12 districts, as follows:—

	Stations.
1st. Coasts of Maine and New Hampshire	7
2nd. Coast of Massachusetts	15
3rd. Coasts of Rhode Island and Long Island	38
4th. Coast of New Jersey	41
5th. " Cape Henlopen to Cape Charles	11
6th. " Cape Henry to Cape Fear	25
Carried forward	137

	Stations.
Brought forward	137
7th. Coast of Eastern Coast of Florida	5
8th. " Gulf Coast (Texas)	6
9th. " Lakes Erie and Ontario	9
10th. " Lakes Huron and Superior	13
11th. " Lake Michigan	18
12th. " Pacific Coast	8
Total	196

Of the above stations, the five on the coast of Florida are houses of refuge only, without apparatus or boats.

As above stated, all the Life-saving establishments are regularly inspected by Government officers, for which duty the following staff was appointed in conformity with the Act of Congress, approved June 18th, 1878.

- A General Superintendent.
- An Assistant General Superintendent.
- An Inspector of Life-Saving Stations (a Captain in the Revenue Marine).
- Two Superintendents of the Construction of Life-Saving Stations (Captains of Revenue Marine).
- An Assistant-Inspector to each District (all either Captains or Lieutenants of Revenue Marine).
- Two Officers of the same Service on special Duty, one at Washington and one at New York City.
- A District Superintendent to each District.

It will thus be seen that ample inspection and superintendence are provided to secure all practicable efficiency.

A speciality, arising from the peculiar character of the service, should be noticed, viz.: *That during the finer seasons of the year the stations are closed, and the crews, surf-men as they are called, are dismissed. During the stormy months the stations are reopened, and the crews again enrolled, and the period of employment varies, for the most part, from four to six months.*

As an indication of the extent of the services performed, we select the following from the statistics contained in the Report for 1877-8:—

- Disasters to vessels, 171.
- On board them, 1,557 persons.
- Lives saved, 1,331.
- Lives lost, 226.

Of those lost, 98 perished in the U.S. steamer *Huron*, and 85 in the steamship *Metropolis*, the former being lost during the season when the adjacent stations were closed, and the latter between two stations which were so distant apart as to greatly hinder successful operations.

From November, 1871 (date of introduction of the present system), to close of the fiscal year ending June 30th, 1878, there were:—

Total disasters,	578.
” Persons on board,	6,287.
” Persons saved,	5,981.
” Lives lost,	306.
” Persons sheltered,	1,382.
” Number of days’ shelter afforded,	3,716.

Many noble services are recorded in the Report, not only by the Life-boats, but by the light Surf-boats, which, although they are liable to be swamped, and require baling like ordinary open boats, yet appear to be well adapted for the service for which they are provided, and to be admirably managed by their hardy and experienced crews, whose lives are spent on the coast, and who have from their boyhood been accustomed to manage boats in a surf. They are very light, and are kept on light transporting-carriages, on which they can be drawn for considerable distances along the shore by the few men who form their crews.

In one respect the Life-boat Service in the United States has an advantage over our own, in that the men being permanently employed during the open seasons are accustomed to act together, and are more frequently afloat both for practice and on service than at the greater number of our own Life-boat stations, where the boats are manned by volunteers from the local boatmen, and are only employed on the occasions when their services are required.

In *Scribner’s Monthly* magazine for Jan. last, published at New York, and to be had of Messrs. F. Warne & Co., London (price 1s.), will be found a very graphic and interesting account of the United States Life-saving Service,

with a series of excellent illustrations, from which latter a clear idea of the general character of the two classes of boat in use, and of the station-houses, &c., are to be obtained. It will also be seen that the cork life-belts worn by the boatmen are of the plan first designed by Rear-Admiral WARD, its Chief Life-boat Inspector, for the NATIONAL LIFE-BOAT INSTITUTION in the year 1854.

In passing from the description of the Surf-boats and Life-boats to that of the apparatus for effecting communication with stranded vessels, the following remark occurs in the Report, with which we entirely coincide. “While the two classes of boats now in use in the service, termed, for the sake of distinction, the Surf-boat and Life-boat, are capable of marvellous work, as every season attests, no boat or other floating vehicle has yet been invented which has the power to cope with every condition of surf and sea.”

Life-Saving Apparatus:—

As in France and other European countries, and in contradistinction to England, the United States Government have eschewed the rocket as a projectile for carrying a line to effect communication with stranded vessels, and have adopted the system originated in this country by the late Captain MANBY, in the early part of this century, the line being attached to an iron shot discharged from a mortar or other ordnance of suitable character. Until the year 1877 the ordinary mortar was used, but in that year Lieut. D. A. LYLE, of the Ordnance Department, U.S. Army, was detailed to conduct a series of experiments, with a view to the production of a special gun which should combine to the greatest practicable extent the advantages of portability and length of range.

The mortar previously in general use in the service weighed with its bed 288 lbs., and carried a shot of 24 lbs. a maximum range of 421 yards. The result of the experiments conducted by Lieut. LYLE, which were eminently successful, was that two classes of ordnance

were produced, adaptable to varying localities. The first, weighing with its bed 202 lbs., and carrying a shot of 17 lbs., with the greatly increased maximum range of 695 yards. The second gun with its carriage weighs only 89 lbs., and carries a shot of 13 lbs. 477 yards, maximum range.

These improved ordnance will no doubt be rapidly if not immediately substituted for the older Manby mortar, and time will no doubt show whether these improved and more portable guns or the rockets, as adopted by our own Board of Trade, are on the whole most effective.

An important factor in determining the length of range, and which is equally applicable to the rocket and shot projectile, is the line. Careful experiments have been made under the direction of *Lieut. LYLE*, and numerous statistical statements respecting them are given in this very complete Report, which, however, even if we had space for them, would fail to interest the ordinary reader, but we cannot perceive that any decisive opinion is given as to the relative merits of different lines, which may possibly be open to still further improvement.

The selection as regards material would appear to be between Italian hemp and flax, and as regards manner of construction between the ordinary twist (slackly twisted) and what is termed braided line. The advantage appears, from the tables of results which are given, to be in favour of the braided flax line as a combination of relative strength, lightness, and flexibility. We think it probable that the ordinary twist is the best mode of construction for Italian hemp, and the braid for flax lines.

Another important point for consideration is the size of the line. It is manifest that the smaller the line the longer will be the range of the projectile; but, on the other hand, the weaker will be the line and the less power will the haulers of it have, owing to insufficient grip, and below a certain size the line would also painfully cut the hand. For these reasons we question if a line of less than an inch in

circumference could be safely depended on, and a line of that size can be carried either by a shot or rocket to as long a distance as the apparatus can be effectually used.

A speciality of the American Life-saving Apparatus is, that in addition to the usual travelling-buoy in which persons are drawn singly from a wreck to the shore, a metallic car or small covered boat is provided, by which ingenious contrivance several persons can be conveyed together.

The invention of the Life-car is claimed both by Captain DOUGLASS OTTINGER, of the Revenue Marine, and Mr. JOSEPH FRANCIS, the inventor of the corrugated iron ship's Life-boat. It is used in lieu of the buoy and precisely in the same manner, but the passengers within it are completely protected from the sea and safe from injury even if the car were thrown completely over on the passage. It will be readily conceived how great an advantage such a vehicle would have over the traveller or sling-buoy in the case of emigrant or other passenger ships, where it might be of the utmost importance to convey perhaps three or four hundred persons, many of them women and children, in as short a time as possible to the land. On one occasion, the wreck of the *Ayrshire* on the coast of New Jersey, 201 persons were rescued by it when no other means could have availed. It should be mentioned that at the Life-saving stations, bedding and clothing for shipwrecked persons are kept in readiness in case of being required, and also medicine chests, restoratives, and all necessary appliances for restoration of the apparently drowned, exhausted, or frost-bitten amongst wrecked persons; whence it will be apparent that this invaluable State Department fulfils the functions undertaken severally in this country by the BOARD OF TRADE, the NATIONAL LIFE-BOAT INSTITUTION, and the SHIPWRECKED MARINERS' and HUMANE SOCIETIES, and apparently in the most efficient manner.

It remains to be stated at what cost this invaluable work is done, which may be evidenced by the amount appropriated

by Congress to the Service in the fiscal year terminating on the 30th June, 1878, which amount was \$198,060, being, in round numbers, equivalent to about 40,000*l.* English money. In that amount the salaries of the District Superintendents are included, but not those of the Inspectors and higher officers.

We cannot conclude this brief account

of the United States Life-saving Service without bidding it "God speed," and expressing the earnest hope that the only rivalry between the two great nations in the future ages may be the noble one of endeavouring to excel in every humane and good work for the happiness and welfare of our respective countries and the good of mankind.

LOSS OF LIFE AT SEA.

THE remarks contained in the following opportune communication from the Rev. J. Scarth, are deserving of every consideration, notwithstanding that they only repeat the oft-told tale in regard to the dreadful loss of life at sea.

We remember vividly the exertions of the late Mr. George Palmer, M.P. for South Essex, and Deputy-Chairman of the NATIONAL LIFE-BOAT INSTITUTION, in unceasingly directing public attention to the same important subject.

Long before Mr. Plimsoll had made himself famous in his humane efforts, the exertions in Parliament of Mr. Palmer—who himself was an old sailor—on behalf of Shipwrecked Seamen were untiring. Only those, however, who are acquainted with the frightful loss of life at sea, attended with distressing circumstances, and the great destruction of property that constantly occurred, owing to timber ships being allowed to *carry deck loads*, can fully realize and appreciate his unceasing and ultimately successful endeavours in obtaining legislative enactments in the years 1832, 1840, 1842, and 1845, which prohibited timber-laden vessels from carrying deck loads.

Mr. Palmer once related to us an anecdote of the celebrated Mr. Daniel O'Connell, M.P., in connection with this good work. Mr. O'Connell stated to him in the House of Commons that he was in the habit of deriving a considerable income—between 800*l.* and 900*l.* a year—from the profits of the wrecks of timber ships on the shores of his estates in

County Kerry. Nevertheless, he said, he should have much satisfaction in giving to Mr. Palmer's bill his best support, knowing, as he did, its absolute necessity. This voluntary support on the part of the Liberator was the more honourable as Mr. Palmer was opposed to him on most political questions.

As the outcome of all these efforts it is now satisfactory to know that the number of these dreadful disasters at sea is certainly lessening; and we venture to hope, on account of recent legislation, and the improved state of the education of our seamen, that a better and a more wholesome state of things will ultimately prevail.

Again, the functions of the present tribunal which has to investigate shipping disasters at sea has, by a recent Act of Parliament, been considerably strengthened.

In addition to the Wreck Commissioner or Magistrate who presides, and to assessors taken from the Royal Navy, there will be an assessor taken from the Merchant Service; and a certificated engineer is to be a member of the Court when an engineer is on his trial.

The assessors, moreover, are to be chosen with greater care than heretofore, as men who have had experience in sailing-vessels are to be selected when the inquiry relates to a sailing-ship, and men who have had experience in steamers when the inquiry relates to a vessel of that class. Thus the new Court will certainly be stronger than the old one, and it is well that it should be so, for investigations respecting

shipping disasters are now often of very high importance, presided over as they are by a Commissioner of the learning and impartiality of Mr. Rothery.

TO THE EDITOR.

SIR,—As there have been so many changes of late years in all that is connected with sailors and ships, the loss of life at sea is a subject well worth considering during what may be termed the experimental period. The loss is not so great now as it was in 1874, when the final Report was issued by the Royal Commission on Unseaworthy Ships; then three out of four deaths of seamen in British ships were from violence or from drowning; now the rate is two out of three. The average mortality, however, is about twenty in one thousand, which does not appear to be larger than the ordinary range of a healthy parish, but when we take into account that sailors consist for the most part of men in the prime of life, the proportionate mortality on shore would be only about six in one thousand. The extra risk, therefore, of a sailor's life is as ten to three of a landsman's, and when the sudden death is in the proportion of two to three, we at once see how really dangerous a sailor's life is. Probably in this experimental period the risk may be greater. I am no advocate for blaming shipowners as being careless of the lives of the men whom they employ. They seldom see anything of them; sailors are, as it were, part of the machinery of the ship, and this will become more and more the case as sailing-ships give place to steamers. Great attention is paid to the accommodation of the passengers in the splendid steam-vessels which are now built, and when the shipping trade is more profitable, we may hope that more attention will be given to the quarters for the crew. When the ship is new—and that is the time when the shipowner sees most of his vessel—the quarters for the crew are very different in appearance from what they are after the paint has lost its freshness, and they are black and damp with dirt and steam.

The loss of life at sea from 1867 to 1872 was greater in missing ships than in those which were wrecked and their fate known. The proportion in British ships was 6,094 in missing vessels to 5,954 in shipwrecks. From 1875 to 1878 there were 10,638 "accidental deaths" reported to the Board of Trade as having occurred in British ships during that period. I learn from a table furnished to the *Shipping Gazette*, that there have been exceptionally heavy losses recently in large steamers—vessels ranging from 80 to 100 yards long. The following is the terrible list; they are chiefly cargo-carrying ships:—The *Roscommon*, capsized; *Capella*, capsized; *Tiara*, abandoned sinking; *Emblehope*, capsized; *Joseph Pease*, missing; *Telford*, missing; *Bernina*, missing; *Bayard*, abandoned; *Toxford*, capsized; *Surbiton*, missing; *Zanzibar*, missing; *Homer*, missing; and I fear the list is not complete. In sailing-ships, too, the experiments in new-fashioned rigging and the tremendous efforts to make quick voyages have

led to many disasters known and unknown. Ship-owners have been heavy losers, but we must also consider the lives of the captains, officers, and men thus swept suddenly away.

I question if it is a subject for more legislation. I think it is one rather for public sympathy; and the power of the Press, backed by public opinion, will do more real good as a preventive than many Acts of Parliament. What is wanted most is particular instructions from shipbuilders as to loading, and these should be engraved in the captain's cabin. The regulation mark for the ship's loading is of little use if heavy cargo is carried above the true centre of gravity. In bad times there is a strong temptation to captains to take all the cargo they can get; but public opinion has a wide range, and has its influence at Galatz and Odessa, as well as at New York and Calcutta. We are sure to have more experimental ships from time to time, and what I fear most is that steamers which have been built for the Suez Canal trade will be diverted into trades where the cargoes are heavier and the seas more violent; saloons will be turned into receptacles for cargo, instead of places for passengers; and the ship that would have weathered many a storm with a goodly number of passengers, will become dangerous when heavily laden with a shifting cargo of grain.

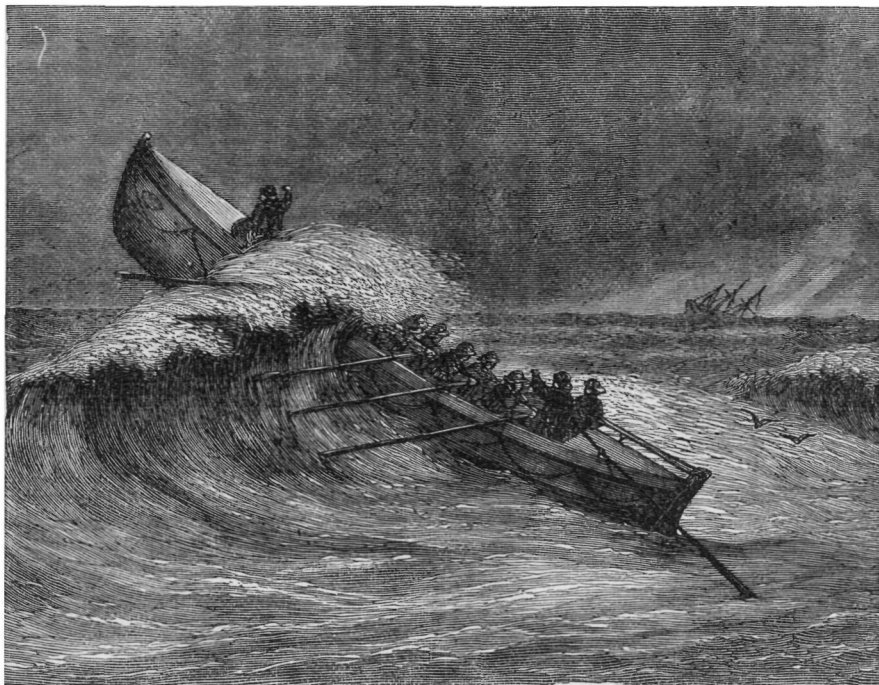
I believe that the naturally experimental phase through which our merchant ships have been passing, has not been taken sufficiently into account. It demands special care, and the instructions that would have been judicious from an owner to a shipmaster ten years ago need to be qualified now. I write in the interest of the shipowners as well as of the sailors, for living in a parish through which all the ships to and from London must pass, I cannot help taking an interest in all that concerns ships. Shipowners have had to suffer much from adverse legislation, and so have sailors, for the latter have to compete with foreigners, lascars, and Chinese in our own ports, while the former are even debarred from selling their property to the foreigners, who ought to provide for the repairs that the English shipowner is compelled to undertake. However, if we can get the death-rate lower, and if the Government will extend their most praiseworthy efforts to put down the evils of crimps, and help, as they are doing in my parish, to facilitate the transmission of sailors and their wages to their own homes, the condition of our sailors will be much improved. The Sailors' Home in London is now self-supporting; sailors are becoming more thrifty, more sober, and in every way more dependable; they appreciate sympathy, and they certainly deserve it. Voyages now are more regular, and the same ship loads and re-loads at the same port; the sailors see more of home, become more domesticated, and as they become less estranged, they will not be such an easy prey to strangers; their lives become more valuable, and we should be jealous of their loss.

I am, &c.

JOHN SCARTH.

Holy Trinity Vicarage,
Gravesend.

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



NEWBIGGIN-BY-THE-SEA, NORTHUMBERLAND.—On the 1st July a gale from E.S.E. sprang up at about 4 A.M. Seven fishing cobs had left about four hours previously for the fishing-ground, which is about 15 miles from the shore, and considerable anxiety was felt for their safety, a heavy ground sea having set in. The Life-boat *William Hopkinson of Brighthouse* was launched at 9.30 A.M., before any of the cobs were in sight, and remained in a very heavy sea off the point, for three hours, assisting the boats as they came in one by one until all had got safely ashore.

On the morning of the 23rd September a heavy gale sprang up, accompanied by a very rough sea. About 52 of the herring-boats were then out at sea, but several of these landed. Others, however, held on by their nets, hoping that the gale would abate. The storm still continued, and as the boats off Newbiggin were in much danger, the Life-boat was launched and proceeded to their assistance, and remained by them until all,

with one exception, were safely landed. This one boat dragged her anchors and drove on the rocks. In order to launch the Life-boat the women of the place had to lend a hand, on account of so many of the men being away at the time, and they waded up to their middle in order to get the boat well and speedily afloat from its carriage. About an hour afterwards the Life-boat again went out and rescued the crew, consisting of 7 men, from the schooner *Union T.*, which struck on the Out Carr Rocks, north of Newbiggin Point. The master had cut away the foremast, and endeavoured to get the vessel off the rocks; but all efforts to do so failed, and as she began to leak he signalled for the Life-boat. The vessel, which was on a voyage from Calais to Warkworth Harbour in ballast, became a total wreck.

PORTHDINLLAEN, NORTH WALES.—On the 7th July the *George Moore* Life-boat went out in reply to signals of distress, during a W.N.W. wind and rough sea,

and remained by the schooner *Weaver*, of Carnarvon, until she was out of danger, she having stranded near Llanaelhaiarn.

On the 20th July, at 7 P.M., the Life-boat was launched during a very heavy N.W. gale, in response to signals of distress shown from the schooner *Adroit*, of Aberystwith, at anchor in Porthdinllaen Bay. At the request of the master, his wife, who was very ill, and a little boy, were taken into the Life-boat, and landed at Porthdinllaen.

On the 11th November, at about 5 P.M., the smack *Menai Packet*, of Carnarvon, bound from Swansea to Newry, with coal, which was riding at anchor in Porthdinllaen Bay, showed a signal of distress. As the wind was not blowing very strongly at the time, a shore-boat went off to her and found that she had lost the stock of one anchor, and required the loan of another anchor. The shore-boat then returned ashore to get one; but by the time it had been procured, a strong N.N.W. gale had sprung up, accompanied by a heavy sea. As it was then unsafe for the shore-boat to venture out alone, the Life-boat *George Moore* was launched, and took the boat in tow. On getting alongside, the captain requested the boat's crew to re-moor the vessel. Having done this, and the gale increasing, the crew, consisting of 3 men, begged to be brought ashore; they were consequently taken into the Life-boat and landed at Porthdinllaen. The smack, in the course of a few hours, parted her chains and came ashore.

After watching during the night, the coxswain of the Life-boat observed at 8 o'clock on the following morning a signal of distress, displayed from a schooner at anchor in the Bay. The wind was still blowing a heavy gale from N.N.W., and the sea was heavy. The *George Moore* Life-boat, which had been kept in the water, was at once manned, and again proceeded out and found the schooner *Mary Roberts*, of Nefyn, had parted one chain, and was riding heavily to the other. The crew, consisting of 5 men, were afraid that the vessel would strike on the ebb, and therefore wished to be brought ashore. They were accordingly taken on board the Life-boat and safely landed.

ISLE OF ARRAN, N.B.—On the 13th July, at about 11.30 P.M., during a strong

N.E. wind and moderate sea, the pilot smack *Marion*, while cruising between Lamlash and Ailsa Craig, had her jib carried away; she afterwards stranded on the Carlin Rock, off Kildonan. The Life-boat *Hope* put off to her assistance and brought ashore her crew, consisting of 2 men.

RHOSNEIGIR, ANGLESEY.—On the 20th July, the Life-boat *Thomas Lingham* proceeded to the assistance of the barque *Zephyrus*, of Plymouth, which had struck on the rocks at Cymyran, near Rhoscolyn, during a strong S.S.W. wind and heavy sea. The vessel's crew, 14 in number, had placed their luggage in the long-boat, and intended coming ashore in her, but as this would have been attended with some risk, they were taken on board the Life-boat; their boat was taken in tow, and all were brought safely ashore.

PALLING-BY-THE-SEA, NORFOLK.—On the 13th August, during a fresh wind from the S.E., the *British Workman* Life-boat, on this Station, was launched to the assistance of the barque *Zurich*, of North Shields, which had stranded on Hasborough Sands. The Life-boat remained alongside until the vessel began to break up, when the crew of 15 men, and the master's wife, were taken into the boat and landed at Palling. The barque was on a voyage from North Shields to Spezzia, with a cargo of coal and coke.

RAMSGATE AND DEAL.—On the 25th August, at about 3 A.M., signals were shown from the Gull Light-ship, and the Ramsgate Life-boat *Bradford*, in tow of the steam-tug *Aid*, and the *Van Kook* Life-boat, stationed at Deal, proceeded to the Goodwin Sands. The wind was blowing fresh at the time from the S.W., and a heavy sea was running. On arriving at the Sand, the barque *Mia Madre E*, of Genoa, was found ashore there, with some London steamers and a Deal boat close at hand. The Life-boats remained by the vessel, their crews assisting to lighten her by discharging some of her cargo of wheat. On the tide flowing, the steamer *Aid*, which had returned to Ramsgate, again came out, and in conjunction with the other steamers, made repeated attempts to tow the vessel off the Sands. The towing-hawsers frequently broke, but were

again made fast to the barque, and every effort was used to save her; it was, however, found hopeless, and, as she was leaking badly, and all her pumps had been disabled, it was eventually decided to abandon her. The master and 13 men, with the Italian Vice-Consul, were accordingly taken into the Ramsgate Life-boat, and the mate, 1 seaman, and 4 Deal boatmen into the Deal Life-boat, and all were safely landed. The barque was of 892 tons register, was bound from Baltimore to Hull, and ultimately became a total wreck.

On the 11th November, at 3 A.M., signal rockets were fired from the Gull Lightship, and were answered by a rocket from Ramsgate pier-head. The Life-boat *Bradford* and steam-tug *Aid* were at once manned, left the harbour at 3.15, and proceeded towards a large flare light on the N.W. part of the Goodwin Sands. On arriving abreast, the Life-boat was slipped and made sail for the light, but took the ground about half a cable's length from the distressed vessel. The Life-boat men then hailed the crew, and told them they would come alongside directly the tide flowed, and that the steamer would assist to get her off. On the Life-boat floating, she attempted to get alongside, but as the vessel was lying in a swatchway, and the tide was running very strong to S.W., it was some time before she succeeded in getting to her. In the meanwhile a Deal galley rowed alongside. At about daylight the Life-boat was able to put a man on board. As the tide flowed, the vessel floated and drove in more on the shoal part of the sand; her anchor was then let go, but the chain parted, and although her other anchor was let go, she still continued driving in and striking heavily. The master then seeing the dangerous position of his vessel, hailed the tug to come to his assistance. The *Aid* then backed in as near as possible to her, and took her tow-rope on board; the chain was slipped, and she was towed clear of the sand and into Ramsgate, arriving at about 8.30 A.M. The vessel was leaking very badly, and the pumps were kept constantly going in order to keep her afloat. She was the schooner *Albion*, of Wells, bound from Llanelly to Wells, with a cargo of coal. She had a crew of 3 men.

On the 25th November, at about 7.15 A.M., the Ramsgate Life-boat and steamer

again proceeded out in reply to signal guns fired from the Gull Light-ship. A large barque was seen to be ashore on the N.E. part of the Goodwin Sands, to which the Life-boat and tug steered, and, on arriving near, the Life-boat was slipped, and sailed towards her. On getting alongside, she was found to be the barque *Osprey*, of Arendal, bound from that port to Plymouth, with timber. The master at once engaged the services of the Life-boat and tug, and the steamer then backed in, put her tow-rope on board, and commenced towing, the vessel striking very heavily on the sand. After towing for about half an hour, it being then nearly high water, the services of the *Ulysses* steam-tug were also engaged. After towing for about an hour the vessel was got afloat, assisted by her fore and aft sails, which had been set by the Life-boat crew. She was then towed round the North Sand Head, and through the Gull stream to an anchorage in the Downs.

SWANSEA.—On the afternoon of the 27th August the coxswain of the Life-boat received a telegram stating that three vessels were ashore between Swansea and Neath. The wind was then blowing a gale from the W.S.W., and the sea was rough. The *Wolverhampton* Life-boat was promptly launched, and proceeded to the spot. She first reached the schooner *Glena*, which had stranded, but the master and crew decided to remain by their vessel, as the tide would allow them to walk ashore at low water. The boat then proceeded about half a mile further to leeward, and went alongside the brig *Queen of Britain*, of Carnarvon, and succeeded in taking off her crew, consisting of 6 men. By that time the third vessel had driven well in shore, and the crew were saved with some assistance from those on the beach. The Coastguard boat was launched from the Mumbles at the same time as the Life-boat, but was compelled to put back as she was unable to contend against the heavy sea running at the time. The gale was very severe, and the Life-boat crew did their work nobly. A large crowd of people assembled on the Swansea Sands to witness the return of the boat, by whom the crew were loudly cheered.

FLEETWOOD.—On the 29th August, at about 5 A.M., it was reported that a vessel

was in distress on Bernard's Wharf, a sandbank situated about $2\frac{1}{2}$ miles E.N.E. of Fleetwood, and the Life-boat *Edward Wasey* was accordingly launched. On reaching the spot she found the schooner *Elizabeth Ellen Fisher*, of Fleetwood, bound from Ardrossan to Fleetwood with a cargo of pig-iron, had stranded on the sand. It was hoped that the rising tide would float her off again, and the Life-boat therefore remained by her for nearly an hour. However, the schooner began to fill with water, and her crew, numbering 4 men, were then with some difficulty taken into the Life-boat and landed at Fleetwood. The wind was very squally from the N.W., and the sea was running heavily.

CADGWITH, CORNWALL.—On the 6th September the *Joseph Armstrong* Life-boat went out twice and rescued 40 persons from the Cunard steamer *Brest*, of Glasgow, which, while on a voyage from Havre to Liverpool with a large number of passengers and a general cargo, went ashore between Cadgwith and the Lizard during a fog. Several shore boats also put off to the vessel and rescued the remainder of the passengers; the crew were saved by means of the ship's boats.

CARDIGAN.—On the 9th September the *John Stuart* Life-boat with some difficulty brought ashore the crew, consisting of 3 men, of the schooner *Ellen*, of Beaumaris, which had parted her cables during a heavy N.W. gale and tremendous sea near Quay Bach, in Cardigan Bay. The vessel, however, rode out the gale, and on the following morning the crew went on board again.

BLYTH, NORTHUMBERLAND.—On the 23rd September, at about 1 A.M., a southerly gale suddenly sprang up, increasing in violence until about 3 o'clock, when it became very severe. A large fleet of fishing-boats which had gone out during the night to follow the herring fishery, the weather being then very fine, and there being every prospect of a successful night's fishing, were caught by the storm, and at about 4.30 the whole coast was lighted up for two or three miles with signals of distress, and the wives and relatives of the fishermen were in a state of great tribulation. The Life-boat *Salford* was promptly launched, and proceeded first

to a signal on the Seaton Sea Rock, and found the coble *Sons of the Wear*, of Sunderland, on the rock. Her crew of 4 men, who were in great danger, were taken into the Life-boat and landed. The Life-boat then again went out, rendered assistance to several other boats, and towed one disabled coble, with a crew of 6 men on board, safely into the harbour.

ST. DAVID'S, PEMBROKESHIRE.—On the 15th October, at about 1 P.M., the *Augusta* Life-boat was launched, it having been reported that the brigantine *Messenger*, of Exeter, bound from Teignmouth to Run-corn with a cargo of clay, had had all her sails blown away on the previous night, and was drifting down towards the north end of Ramsey Sound. The tide was very strong at the time, and a strong N.N.E. breeze was blowing. The brigantine struck on a rock called Wain Garrig, about two miles to the north of Ramsey Island. Three of her crew managed to get on the rock, but the vessel then slid off with the master and two men on board, and drifted down to the west of Ramsey Island. The Life-boat proceeded towards the rock, and after a hard pull against wind and tide, succeeded in taking the men off and landed them at St. Justinian. The Life-boat then proceeded to Ramsey Island, but could not find the vessel. It was subsequently found that she had made for Milford Haven, but foundered when about half-way. The captain and two men landed safely at St. Anne's Head, at the entrance to Milford Haven.

QUEENSTOWN.—On the 27th October, at about 10.15 A.M., a telegram was received from the Coastguard Station at Robert's Cove, stating that a yacht was in distress off Cork Head. The *Quiver* Life-boat was promptly launched, and proceeded, in tow of a steam-tug, through a heavy sea to the vessel, which proved to be the yacht *Gilded Age*. On reaching her it was found that she had lost her rudder and both anchors, and had been dismasted. Her crew of 3 men were taken into the Life-boat, which also assisted to save the yacht, she being towed into harbour.

WEXFORD.—On November 1st, during a strong gale from E.N.E., signals were observed from a vessel which had stranded

on the Dogger Bank. The Life-boat *Civil Service No. 1* was immediately launched, and proceeded to render assistance. On arriving alongside the vessel, she was found to be the lugger *Liberator*, of Wexford; she was riding to her anchor, with her rudder carried away, her crew having succeeded in getting her off the bank by means of the anchor and cable. She had a crew of 6 men, and had on board the gunner of the Tuskar Lighthouse, who was being taken ashore in consequence of being ill. He was taken on board the Life-boat and landed at Wexford. The crew refused to leave their vessel, but she shortly afterwards dragged her anchor and went ashore.

SCARBOROUGH.—On the 12th November, at about 8 A.M., signals of distress were seen to be shown by a schooner at anchor in the Bay during a very strong N. gale. The Life-boat *Lady Leigh* was immediately launched and proceeded to the vessel, which proved to be the *Alert*, of Scarborough, which had left that port on the previous day in ballast to proceed to the North for coals. Her crew, consisting of 2 men, were very anxious to be taken off, and with considerable difficulty, as the tide was low, and the waves were very high, they were taken into the Life-boat and brought safely ashore.

After landing these men, the smack *Hester*, of Ipswich, was seen to be in extreme peril riding amongst the breakers, with a signal of distress flying. The Life-boat at once proceeded to her assistance, and having placed 2 men on board, managed to get two warps from the pier, and attached them to her, by which means she was then hauled into the harbour with assistance from those on the pier.

The Life-boat afterwards went out a third time and proceeded again to the *Alert*, in tow of a steam-tug. The gale had by that time somewhat abated, and 2 of the Life-boatmen having been put on board, the anchor was slipped, and she was safely towed into harbour.

On the 25th November a heavy gale of wind from E.S.E. sprang up in the morning, causing a very heavy sea. At about 10 o'clock eight Scotch fishing-vessels, on their way from Yarmouth fishing-grounds to Scotland, were seen running for Scarborough, seeking refuge; and as the sea was mostly broken water,

and the vessels were open boats containing a large number of men, the Life-boat was launched and proceeded to protect and guide them into the harbour, where they eventually arrived in safety by about 12.30 P.M.

BALLYWALTER, IRELAND.—On the 13th November, at about 4 A.M., signals of distress were perceived on Skullmartin Reef. The Life-boat *Admiral Henry Meynell* was promptly manned and proceeded to the reef, where she found the schooner *Lady Land*, of Glasgow, which had struck there while under a press of canvas. There was a heavy sea rolling in from N.E., and as the vessel was striking heavily, the crew of 6 men were taken into the Life-boat and brought ashore.

GORLESTON.—On the 13th November signals of distress were seen in a N.E. direction, and rockets were fired from the St. Nicholas Lightship, in response to which the Life-boat *Leicester* proceeded out, and found the *Violet* trawling smack had been in collision with the schooner *Evelyn*, of Fraserburgh. The wind was blowing hard from N.N.E., with considerable sea, and the crew of the *Violet* had abandoned their vessel, thinking she would founder, and had gone on board the *Evelyn*. The smack had already, on the same night, met with an accident, and was leaking badly. The Life-boat slipped the schooner's chain, and after clearing the two vessels, put the *Violet's* crew on board their own craft, remained by her until daylight, and then assisted her into the harbour.

On November 14, at about 2.30 A.M., two flares were seen on the Scroby Sand, and rockets were fired from the St. Nicholas Light. The *Leicester* Life-boat immediately put off, and on reaching the sand a vessel was discovered sunk, with the crew on the mast and in the rigging. The Life-boat anchored and veered down until under the mast of the wreck, from which the crew, consisting of 5 men, lowered themselves into the boat. They had been three hours and a half in the rigging, and were much exhausted; in fact, it was feared that one of them would have died, but he happily recovered after reaching the land. On hauling the Life-boat off, after the last man was saved, the

cable parted, the boat having been struck by a heavy sea. Fortunately she was then clear of the wreck; had this happened a few minutes sooner the consequences would probably have been very serious to the Life-boat, and no doubt fatal to any of the men left in the rigging of the wreck. The water was very shallow on the sand, and the sea very heavy, the Life-boat being many times filled with water. The wrecked vessel was the *Ann Wilmot*, trawling smack, belonging to Lowestoft.

CEMLYN, ANGLESEY.—On the 8th October, the schooner *Haleswell*, of Bridgewater, went ashore outside the Harry Furlongs Rocks, during a fog. She was observed at 7 A.M., and a boat came ashore from her with two of her crew to ask for the assistance of the Life-boat. The *Good Shepherd* Life-boat went out to her aid, and rendered material assistance in carrying out the anchors and tugging at the vessel, and at about 3 o'clock in the afternoon the schooner was got afloat. She was on a voyage from Liverpool to Bridgewater with coal.

CAISTER.—On the 12th November, at about 11.40 A.M., the brig *Lavinia*, of Guernsey, bound thence to Sunderland, in ballast, was seen to be between the Scroby and Cross Sands with colours flying union downwards. The *Covent Garden* Life-boat proceeded to her assistance, and found her riding with both anchors down, but one cable had parted; she had three feet of water in her hold, and her ballast had shifted to the lee side. The Life-boatmen dared not board the vessel while at anchor, the sea being too heavy, they therefore shouted to the crew to slip the cable, and boarded her while under weigh. The brig was taken between the Scroby and Cross Sands, a steam-tug was engaged, and she was towed into Yarmouth Harbour. She had stranded on the Hasborough Sands on the previous night.

On the 28th December, at 4 A.M., large flares were seen in the direction of the Cross Sand. The Life-boat *Covent Garden* was launched, and proceeded to the Cross Sand, on which a very heavy sea was running, and found a brig ashore on the sand. The boat's anchor was let go, but she could not reach the vessel; the position

of the anchor was then shifted, and the crew, consisting of 8 men, were fortunately rescued, the sea breaking over the brig as high as the foretop, and over the boat the whole time. She proved to be the *Rival*, of Blyth, bound from Gravesend to Newcastle in ballast.

THE LATE

MR. E. W. COOKE, R.A., F.R.S.

We lament to record the death, on the 4th January last, of this distinguished marine artist and Member of the Royal Academy.

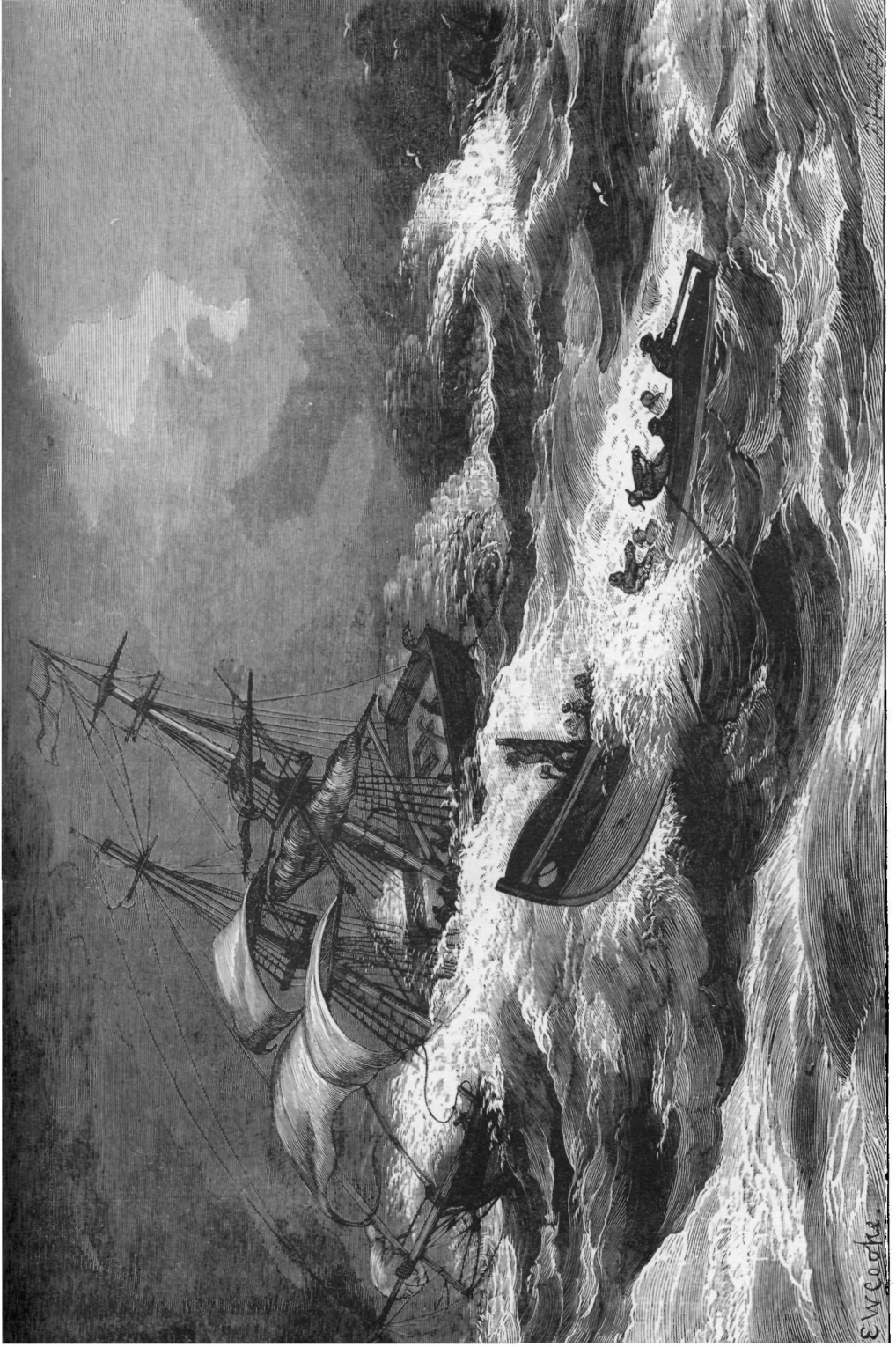
By Mr. Cooke's death the NATIONAL LIFE-BOAT INSTITUTION has lost one of its oldest friends. In 1865 he presented to it a Life-boat, the cost of which was defrayed by himself and his friends, some of the most eminent artists of the day contributing to his Life-boat Fund. He wished the boat to be named, from his German descent, the *Van Kook*, and it was stationed by the Institution at Deal.

Since that period it has performed some numerous services in saving the crews of various shipwrecks on the fatal Goodwin Sands, as the following list shows:—

SERVICES OF THE 'VAN KOOK' LIFE-BOAT.

	Lives saved.
Ship <i>Iron Crown</i> , of Liverpool. Rendered assistance.	
Schooner <i>Peerless</i> , of Aberystwith	5
Ship <i>Ingrie</i> , of Amsterdam	9
Brigantine <i>Germania</i> , of Bremen	7
Brig <i>Sori</i> . Assisted to save vessel.	
Brig <i>St. Thomas's Packet</i> , of Blyth. Assisted to save vessel and crew	6
Barque <i>Albert</i> , of Bremen	21
Barque <i>Amazon</i> , of Gothenburg	5
Danish barque <i>Louisa</i> . Assisted to save vessel.	
Brig <i>Remembrance</i> , of Middlesborough	8
Schooner <i>Eliza Cornish</i> , of Sunderland. Saved vessel and	5
Barque <i>Monte Carmelo</i> , of Malta. Assisted to save vessel and	13
Schooner <i>Josie</i> , of New York. Assisted to save vessel and	8
Schooner <i>Ton Maur</i> , of Fowey. Saved vessel and	5
Swedish barque <i>Hedvig Sophia</i>	12
French brig <i>D'Artagnan</i>	5
Ship <i>Crusader</i> , of Liverpool	22
Barque <i>Hannah Rathkens</i> , of Rostock	5
Barque <i>Royal Arch</i> , of Sunderland. Rendered assistance.	
Barque <i>Mia Madre E.</i> , of Genoa	6
Ship <i>Leda</i> , of Bremen	19

Total number of lives saved by the *Van Kook* Life-boat 161



The "VAN KOOK" LIFE-BOAT SAVING A SHIPWRECKED CREW ON THE Goodwin Sands.

The Life-boat has likewise assisted to rescue seven vessels from destruction, in addition to having been launched on forty-eight other occasions in reply to signals of distress, her services not ultimately being needed.

It is somewhat singular that only seven days before Mr. Cooke's lamented death, the *Van Kook* performed one of its grandest services in rescuing a shipwrecked crew of nineteen men from the ship *Leda*, of Bremen.

It appears that during a gale of wind from the S.W., the weather being very thick with rain at the time, signal guns of distress were heard at Deal from the light-ships, in response to which the *Van Kook* Life-boat was launched, and proceeded towards the Goodwin Sands. On nearing the East Goodwin Light-ship, the ship *Leda*, of Bremen, bound to that port from New York, with a cargo of petroleum, was seen aground, and soon afterwards her main and mizen masts were observed to fall. The Life-boat crossed the Sands through a very heavy sea, let go her anchor, and veered down to the wreck, and with great risk she was enabled to rescue the vessel's crew, numbering 19 men, by means of ropes. One man was nearly lost, and another was much hurt by being knocked down in the boat by the heavy seas which repeatedly filled her; in fact the sea was so strong that the men had to hold fast to prevent being washed out of the Life-boat.

In consideration of the gallant services thus performed by the crew of the *Van Kook*, the Institution at once granted them a double reward.

Mr. Cooke was in the sixty-ninth year of his age when he died at his house, Tunbridge Wells. He was one of the best known and most skilful landscape and marine painters of our time.

He was born in London in 1811, the son and pupil of Mr. George Cooke, renowned as a pupil of Basire, and brother of Mr. W. Bernard Cooke, an eminent line engraver, who, among other works, produced 'River Scenery,' after Turner and Girtin. George Cooke was even better known as an engraver of Turner's pictures, especially those of 'The Southern Coast' (1814-1826), which he published in conjunction with his brother. Practising as an engraver and as the assistant of his father, Edward William Cooke until he

was twenty years of age was employed in making illustrations in the 'Botanical Cabinet' and 'London's Encyclopædia.' To this early exercise of his powers may be due his ardent study of botany and his practice of collecting ferns and other plants. Many coast views and topographical plates were executed by him. He took part in preparing the work 'London and its Vicinity,' fifty plates of drawings made in previous years, and published in 1826, being contributed by him. In 1829 he published 'Fifty Plates of Shipping and Craft,' being his own drawings and etchings. He made and etched the drawings of old and new London Bridges, which his father published in 1833. The singular ability thus shown excited so much surprise that many denied that the lad of thirteen or fourteen years of age could have produced such works; sceptics very unreasonably attributed them to his father or his uncle.

After practising as an engraver and water-colour painter, Mr. E. W. Cooke turned his attention to oil-painting, and by 1832 had made considerable progress in this direction. The first public fruits of these studies appeared early at the Royal Academy Exhibitions. He was a most assiduous artist, and his sketches, which he showed to us, could only be counted by hundreds, and he was ever ready to say that he owed everything nearly to his untiring industry.

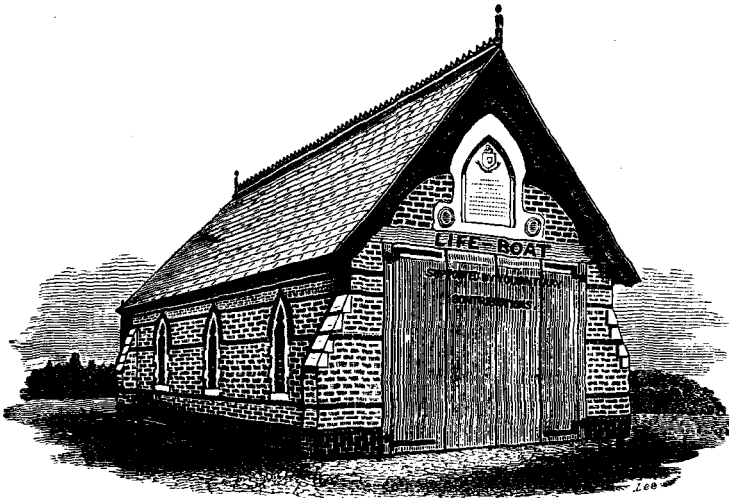
In addition to knowing thoroughly the coasts of his native land—and all their geological and other characteristics—he also visited all parts of Europe to find work for his facile pencil, thus producing for many years in succession a considerable number of harbour, bay, and cliff subjects, with numerous shipping and figures. 'Mending the Bait-net, Shanklin,' and 'Hastings Sands,' 1836, indicated the earlier fields of his studies. These were followed by 'French Sloop, &c., off Granville, Normandy,' and 'Collecting Sea-Weed, St. Aubin's Bay, Jersey.' A Dutch journey, fruitful of pictures, and the first of many voyages in the same direction, was illustrated by 'Dutch Boats on the Y,' 1837. After this time he borrowed subjects from Naples, the Zuyder Zee, the Gulf of Genoa, Venice, Marseilles, Calais, Cornwall, the Goodwin Sands, Weymouth, the Isle of Wight, Mount's Bay, Mont St. Michel, Scheveningen, Yar-

mouth, and the Nile. Some of his better-known works are 'Dutch Boats on the Dollart Zee,' 'A Calm Day in the Scheldt,' 'A Bit of English Coast,' 'Catalan Bay, Gibraltar' (R.A. 1863), 'The Goodwin Light-ship,' 'The Life-boat Rescue on the Goodwin Sands,' 'A Dutch Galliot Aground,' 'H.M.S. *Terror* Abandoned,' 1860.

Mr. Cooke was elected A.R.A. in 1851. He became a Royal Academician in 1864, when he exhibited 'Schevening Pinks run-

ning to anchor off Yarmouth.' The nature of his art, honourable as it was to him—distinguished by care, studious drawing, and thorough painting—is too well known to need any detailed description. His scientific attainments were marked by his election as a Fellow of the Royal Society, a very rare honour for an artist, in addition to being a Member of the Geological, Linnæan, and other learned societies, testifying to his refined tastes and scientific pursuits.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



FERRYSIDE, CARMARTHEN BAY.—The NATIONAL LIFE-BOAT INSTITUTION has recently provided a new Life-boat for this station—the boat, like its predecessor, being named the *City of Manchester*. It is 32 feet long, 7½ feet wide, and rows 10 oars double banked, and is furnished with a new transporting-carriage. The boat has since been tried by its crew in a rough sea; after thoroughly testing its qualities in every way, they spoke in the highest terms of its behaviour, and stated that they were pleased and proud to possess such a boat. On the way to its station the Life-boat was taken to Manchester, and publicly exhibited there on the 15th July. There is a handsome and commodious house at the Ferryside which has recently been thoroughly renovated for the reception of the Life-boat, S. L. HELM,

Esq., of Manchester, having, through the Manchester Branch, presented to the Institution some time since the cost of the boat-house in memory of his late wife. The Manchester Branch, of which ROBERT WHITWORTH, Esq., and A. H. HEYWOOD, Esq., are Treasurers, and the Rev. E. HEWLETT, of St. Paul's, is Hon. Secretary, has been instrumental in providing 16 of the 269 Life-boats of the NATIONAL LIFE-BOAT INSTITUTION, the Branch boats being stationed at the following places:—The *City of Manchester*, Carmarthen Bay; the *John Stuart*, Cardigan; the *Albert Victor*, Berwick-on-Tweed; the *Robert Whitworth*, Whitby; the *Henry Nixon No. 1*, Maryport; the *Alfred and Ernest*, Courtown; the *William Woodcock*, Lyme Regis; the *John Gray Bell*, Llanddwyn; the *John Ashbury*, Port-

madoc; the *Salford*, Blyth; the *Henry Nicson* No. 2, Abergele; the *Manchester and Salford Sunday School*, Douglas; the *Two Sisters*, Ramsey; the *Mabel Louisa*, Abersoch; the *Job Hindley*, Seaton Carew; and the *Mary Brundret*, Torquay. Not a winter passes without some of these boats rendering important service in saving life from shipwreck.

SOUTHEND, ESSEX.—On the application of the local residents, the Institution has formed a Life-boat establishment at Southend, on the Coast of Essex. In consequence of the extreme flatness of the shore, and the inequality of the ground between high and low water marks, it would be impracticable to launch a Life-boat from the beach at low water without great delay. The Pier Company therefore afforded the Institution every possible facility to enable it to place the Boat at the end of the Pier, which, as is generally known, is more than a mile and a quarter in length. A suitable Life-boat has accordingly been provided, which is suspended from davits, and can be launched into a sufficient depth of water at the lowest spring tides. The Life-boat is intended to assist the crews of vessels which may go ashore on the Nore and Leigh Middle Sands, and other outlying banks at the entrance of the Thames. It is 25 feet long, 7½ feet wide, rows 8 oars double banked, and is supplied with the usual equipment of the Boats of the Institution. The cost of the boat has been defrayed from the Life-boat Fund collected by Mr. EDWIN J. BRETT, through the medium of his Magazine, the '*Boys of England*.' The public inauguration of the new Life-boat Station took place on the 13th November, in the presence of a large number of persons, amid considerable enthusiasm, everything passing off in the most satisfactory manner. The preliminary arrangements being complete, the Rev. F. THACKERAY, Chairman of the Local Board and of the Local Committee, in a few words introduced Mr. BRETT, who said that it gave him much pleasure to be present on that occasion. Should the new Life-boat be but the means of rescuing one life from a watery grave, he would feel amply repaid for the efforts he had made in the collection of the Life-boat Fund. Capt. the Hon. H. W. CHETWYND, R.N., the London District

Inspector of Life-boats to the Institution, then said:—

"As the representative here to-day of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, I have great pleasure in receiving from you this very handsome gift of a Life-boat to it and the town of Southend, and I beg to offer you the sincere thanks of the Institution for it. The formation of a new Branch of the Institution, and the consequent placing of another boat must always be a gratifying incident in its history, showing as it does that the Institution continues to enjoy the well-earned confidence of the Public, and enabling it to enrol under its banner as fellow-workers in the great and noble cause it has in hand the members of such a community as that of Southend.

"This Station forms the 269th established by the Institution on our coasts—the whole of which have been gifts to it from various sources; indeed the list of donors includes names from all classes of Society. Some of the Life-boats have been given by individuals in memory of departed friends, others commemorate memorable or auspicious events, as those given by the Freemasons of England to commemorate the safe return of H.R.H. the Prince of Wales from India, while some of our numerous others, including the one we are met here to inaugurate to-day, were from various branches of the Press; some from inland towns and districts, which form striking examples of the universal interest in and sympathy for our Seamen that exists all through the country in the difficulties and dangers they have to contend with. Nor is this feeling confined to the old country, for more than one boat has come either from individuals or communities of Englishmen residing in foreign countries. Some of the benevolent societies, including the Order of Odd Fellows, the Ancient Foresters, and the Ancient Shepherds, enjoy with many others a place on the list. Nor can I omit a boat contributed by Penny Readings, one presented by the "Covent Garden" Life-boat Fund, Life-boats given by the Sunday Schools of two of our large cities, and two boats by the working-people of Edinburgh and Glasgow. But in all this long list of munificent donations, I think the most striking and heart-stirring gift received by the Institution was the sum of 4*l.* in coppers given by the children of the Ragged Schools of London.

"These few facts will show you how confirmed and widespread is the sympathy with and confidence in the Institution felt by the Public of all classes, and which, we do not doubt, this day's proceedings will increase and strengthen in this town and neighbourhood.

"In addition to maintaining these Stations in a thoroughly efficient state, and paying the crews of the Life-boats the moderate allowances agreed upon for going out to exercise once a quarter, and for going to the rescue of seamen in distress, the Institution spends yearly considerable sums in rewards to other boats and their crews for saving life from shipwreck.

"Since its first establishment in 1824 the Institution has contributed directly, either through its own Life-boats or by rewards to others unconnected with it, to the saving of upwards of 26,000 lives from shipwreck. During the year 1878 the number was 616, of which 471 were saved by the Boats of the Institution.

"Notwithstanding that the affairs of the Institution are managed with a remarkable combination of economy and judicious liberality, of course a very large sum is required annually for its maintenance; this sum amounts in round numbers to nearly 40,000*l.*, and for it the Institution has to

look entirely to the Public, for those grand words, so characteristic of charitable institutions in this country, "Supported by Voluntary Contributions," are in its case literally and strictly applicable, not one penny of aid being received from any other source.

"I am afraid I am detaining you too long, but there is one other branch of the subject I must allude to. All these magnificent Life-boats, with their complete and costly equipments, the combined result of actual experience and scientific knowledge, would be utterly useless without the aid of the noble-hearted and gallant men who form their crews. The most cold-blooded, unimpassioned stoic existing could not, I believe, read without emotion the records of the noble deeds done and devotion to self-imposed duty displayed by these men. I have no hesitation in saying the crews of the Life-boats have over and over again displayed, and are constantly displaying, as true courage and heroism as was ever shown on the field of battle. Indeed, it cannot but be most gratifying to anyone with British blood in his veins, to see these indisputable proofs that the good old British spirit that has so long carried our beloved flag triumphantly through the battle and the breeze, is as strong as ever it was; nor is this spirit confined to the men, for events have occurred within the last few months which show that the race of Grace Darlings still exists, the Institution having recently performed the graceful and pleasing duty of decorating with its medal five young ladies for fearlessly dashing out into a rough sea in their light pleasure-boat, and by the exertion of consummate presence of mind, and thoroughly good management of their boat, succeeding in snatching from certain and inevitable death an unfortunate man whose boat had capsized.

"I again thank you, Mr. BRETT, for this handsome gift, feeling confident the untarnished name of the noble cause to which it is devoted will be gallantly upheld by our friends and now fellow-workers, the boatmen of Southend, and that the remainder of the community, to whom it is equally presented, will do its part by contributing liberally towards the necessary expenses of its maintenance in a state of efficiency."

The Rev. F. THACKERAY having thanked the donor of the Institution in the name of the town, Mrs. E. J. BRETT stepped forward and named the boat, in the usual manner, the *Boys of England and Edwin J. Brett*. The Life-boat was then lowered into the water, and tried under sails and oars, when it gave every satisfaction to the crew.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

THURSDAY, 2nd October, 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 Rear-Admiral J. R. WARD, the Chief Inspector, on his recent visit to Walton-on-the-Naze, and those of the District Inspectors

of Life-boats, on their visits to the following Life-boat Stations:—

No. 1 District. Capt. the Hon. H. W. CHETWYND, R.N., London—Walton-on-the-Naze.

No. 2 District. Commander C. LAPRIMAUDAYE, R.N., Bristol—Bull Bay, Cemaes, Cemlyn, Holyhead, Rhoscolyn, Rhosneigr, Llanddwyn, Abersoch, Porthdinllaen, Portmadoc, Penarth, Porthcawl, Swansea, Ferryside and Pembrey.

No. 3 District. Lieut. H. T. G. TIPPING, R.N., Dublin—Arklow, Courtown, Cahore, Wexford (two Life-boats), Carnsore, Duncannon, Tramore, Dunganarvan, Ardmore, Youghal, Ballycotton, Queens-town and Courtmacsherry.

No. 4 District. Lieut. H. A. MONTEITH, R.N., Edinburgh—Eyemouth, Dunbar, North Berwick, Tynemouth (two Boats), Cullercoats, Blyth (two Boats), Newbiggin, Cresswell, Alnmouth and Boulmer.

No. 5 District. Commander ST. VINCENT NEPEAN, R.N., Hull—Kessingland (two Boats), Southwold (two Boats), Dunwich, Aldborough, Thorpe, Clacton-on-Sea, Whitburn, Sunderland (four Boats), Seaham and Hartlepool.

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

	£.	s.	d.
Miss VERNON WENTWORTH, Wentworth Castle, additional	50	0	0
J. D. TAYLOR, Esq., Groveland, additional	20	0	0
Offertory in Harby Church, per Rev. M. O. NORMAN, additional	1	0	0
—To be severally thanked.			

The Committee expressed their sorrow at the announcement of the deaths of Sir ROWLAND HILL, K.C.B., and Mr. HENRY NEGRETTE, who had for many years taken great interest in the welfare of the Life-boat cause.

Voted the thanks of the Committee to J. E. FISHER, Esq., and G. KER HODSON, Esq., in acknowledgment of their past kind co-operation as the Honorary Secretaries, respectively, of the Cleethorpes and Hornsea Branches of the Institution.

Reported the transmission to her Station of the new Life-boat for Fleetwood, and the return of the old Boat to London.

Paid 2,545l. 9s. 6d. for sundry charges on various Life-boat Establishments.

Voted 37l. 13s. to pay the expenses of the Life-boats at Cadgwith, Cardigan, Blyth, and Newbiggin, in rendering the following services:—

	Lives saved.
Steamer <i>Brest</i> , of Glasgow	40
Schooner <i>Ellen</i> , of Beaumaris	3
Fishing-coble <i>Sons of the Wear</i> , of Sunderland	4
Fishing-boat at Blyth, saved boat and	6
Other fishing-boats at Blyth. Rendered assistance.	
Schooner <i>Union T.</i>	7

The Newbiggin Life-boat had also rendered assistance to several fishing-boats.

(The details of these services will be found on pages 7 and 10.)

Voted also 99l. 3s. to pay the expenses of the Kingstown, Brightstone Grange, Flamborough, Clacton-on-Sea, Howth, Harwich, and Peterhead

Life-boats in assembling their crews, or putting off in reply to signals of distress shown by vessels not ultimately needing the aid of the Boats.

The Ramsgate Life-boat had also been launched twice to the aid of distressed vessels, but her services had not been eventually required.

Voted the Silver Medal of the Institution, and a copy of the vote inscribed on vellum, to Miss ELLEN FRANCES PRIDEAUX BRUNE, Miss GERTRUDE ROSE PRIDEAUX BRUNE, Miss MARY KATHERINE PRIDEAUX BRUNE, Miss BEATRICE MAY PRIDEAUX BRUNE, and Miss NORA O'SHAUGHNESSY, in acknowledgment of their intrepid and prompt services in proceeding, through a heavy surf, in their rowing-boat and saving, at considerable risk of life, a sailor from a boat which had been capsized by a squall of wind off Bray Hill, Padstow Harbour, Cornwall, on the 9th August. When the accident occurred, the ladies' boat was being towed astern of a fishing-boat, and Miss ELLEN PRIDEAUX BRUNE, with great gallantry and determination, asked to be cast off, and, with her companions, she proceeded with all possible despatch to the rescue of the drowning sailor. All the ladies showed great courage, presence of mind, and marked ability in the management of their small boat. They ran great risk in getting the man into it, on account of the strong tide and sea on at the time.

Voted also the thanks of the Institution to the Hon. J. G. P. VEKEREK, and to SAMUEL BATE, late coxswain of the Institution's Padstow Life-boat, who were also instrumental in saving a boy who had been thrown out of the same boat.

Also the thanks of the Institution, inscribed on vellum, to GEORGE REYNOLDS, Commissioned Boatman of H.M. Coastguard, at Goodwick, Pembrokeshire, and 1*l.* each to 3 other men, for putting off in a Coastguard boat, at very great risk (their boat being filled twice by the heavy seas before getting to the vessel), and saving the crew of 3 men from the smack *Jane and Margaret*, of Newport, Pembrokeshire, which had been driven on the rocks while attempting to make Newport harbour during a fresh N.N.W. gale on the night of the 16th August.

Also the thanks of the Institution, inscribed on vellum, to the Rev. P. VVYVAN ROBINSON, and 2*5*l.** to 41 fishermen and Coastguardmen at Cadgwith and the Lizard, Cornwall, for putting off and saving at some risk 69 persons from the steamer *Brest*, of Glasgow, which was wrecked between Cadgwith and the Lizard, during a fog, on the 6th September.

Also 3*l.* to three persons for putting off in a boat and rescuing two other persons who, while crossing the ford at Inny river, co. Kerry, with a horse and cart between two and three o'clock on the morning of the 24th June, had been carried away towards the sea, the river being at the time in a swollen state through heavy rain.

THURSDAY, 6th November:

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.

It was resolved

That H.R.H. REAR-ADMIRAL THE DUKE OF EDINBURGH, K.G., be respectfully invited to become a Member of the Committee of Management of the Institution in his capacity of Admiral Superintendent of Naval Reserves.

Read and approved the Report of the Chief Inspector, on his visits to the following places:— Southend, Dublin, Greystones, Kingstown, Poolbeg,

Howth, Rogerstown, Drogheda, Dundalk, Giles' Quay, and Fleetwood.

Also the Reports of the District Inspectors on their recent visit to the under-mentioned Life-boat Stations:—

1. Newhaven, Eastbourne, Hastings, Rye, Winchelsea, Lydd, New Romney, and Hythe.
2. Pembrey, Tenby, Milford, Solva, St. David's, Fishguard, Cardigan, Newquay, Aberystwith, Aberdovey, Mumbles, and Porthcawl.
3. Valentia, Tralee, Skerries, Dundalk, and Greystones.
4. Hauxley, North Sunderland, Holy Island (two Life-boats), Berwick-on-Tweed, Dunbar, Stromness, Longhope, and Thurso.
5. Hartlepool (three Boats), West Hartlepool (two Boats), Seaton Carew, Middlesborough, Redcar, Saltburn, Staithes, Runswick, Uppang, Whitby (two Boats), Scarborough, Filey, Flamborough (two Boats), Bridlington, Withernsea, Hornsea, Cleethorpes, and Donna Nook.

Reported that a Lady had presented 750*l.* to the Institution for the purpose of placing a Life-boat on the coast. A mutual promise had been made by her husband and herself that the survivor should give during lifetime, or by will, a Life-boat to the Institution. Her husband having preceded her in death, she had decided to carry out in her lifetime their agreement. The Life-boat to be named the *Margaret and Edward*.

Decided that the benevolent Donor be thanked, and that her Life-boat be sent to Runswick, on the coast of Yorkshire.

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

	£.	s.	d.
Miss ANN MARIA HOOPER, of Bristol, for a Life-boat to be named the <i>Hooper</i> , per G. J. HUTCHINS, Esq., of Clifton	500	0	0
The "Oliver Goldsmith" Life-boat Fund, per General TULLOH and Miss GOLDSMITH TULLOH, on account	319	10	3
Miss BARKWORTH, Tunbridge Wells, additional	50	0	0
The Countess of SANDWICH, additional	25	0	0
Mrs. A. GOMONDE, Pau, additional	20	0	0
Miss ENGLISH and Officers and Children of Licensed Victuallers' School, in aid of support of the <i>Licensed Victualler</i> Life-boat, additional	4	4	0

—To be severally thanked.

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

	£.	s.	d.
The late Miss SARAH WOODWARD, of Oldham Place, Farrington Road	2000	0	0
The late ROBERT ALLAN, Esq., of Glenhouse, N.B. (duty free)	500	0	0
The late Mrs. MARGARET ADOLPHE, of Dublin	42	14	2

Paid 2,780*l.* 11*s.* 6*d.* for sundry charges on various Life-boat Establishments.

Voted 31*l.* 6*s.* to pay the expenses of the St. David's, Queenstown, and Wexford Life-boats, in rendering the following services:—

	Lives saved.
Brigantine <i>Messenger</i> , of Exeter	3
Yacht <i>Gilded Age</i> , assisted to save vessel and	3
Lugger <i>Liberator</i> , of Wexford	1

The Bull Bay and Cemlyn Life-boats had gone to the assistance of the s.s. *Arabian*, of Liverpool, and schooner *Hullswell*, of Bridgwater.

(The details of most of these services will be found on pages 10-12.)

Voted also 62*l.* 18*s.* to pay the expenses of the Life-boats at Carnore, Wexford, Porthdillaen, Wells, Maryport, Rhyl, Mullion, and Arklow, in assembling their crews or putting off with the view of assisting vessels which did not ultimately need the aid of the boats.

Also 6*l.* to 6 men for putting off in a Coastguard boat from Ballydavid, Ireland, and, at some risk, saving 6 persons from the yacht *Vesta*, of Queens-town, which had parted one of her cables, and was in a dangerous position off Smerwick, co. Kerry, during a N.N.W. gale, on the 25th August.

Also 5*l.* to 7 men and 2 boys for putting off in a boat and saving 7 of the crew of the barque *Julie*, of Drammen, which had struck on a rock on the west side of Fair Isle, Shetland, and sank, during a dense fog, on the 15th August.

Also 4*l.* to 4 men for putting off in a boat and saving, at considerable risk, in a rough sea, 3 persons who had taken refuge on a small island called Beoster, Shetland, their boat having struck upon a rock, and been totally wrecked during hazy weather on the 25th September.

Also 3*l.* to 3 men for putting off in a boat and rescuing, at some risk, 2 other men from a boat which had been capsized off *Harwich*, in a heavy sea, on the 5th September.

Also 1*l.* 10*s.* to 3 men for putting off in a boat, during a gale of wind from the N.N.E., and saving 8 of the crew of the ketch *Notre Dame*, of Boulogne, which had stranded on the East Sands, off Blake-ney, on the Norfolk Coast, on the 14th October.

Also 1*l.* 10*s.* to 3 men for putting off in a boat and saving the crew of 2 men from the flat *Sarah*, of Carnarvon, which was totally wrecked off Rhyl, North Wales, during a strong N.W. wind and heavy sea on the 17th October.

THURSDAY, 4th December :

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, on his recent visits to Southend and Walton-on-the-Naze; also those of the five District Inspectors of Life-boats on their visits to the following Life-boat Stations:—

1. Margate, Kingsgate, Broadstairs, Ramsgate, North Deal, Kingsdown, and Walmer.

2. Looe, Fowey, Mevagissey, Falmouth, Mullion, Cadgwith, Porthoustock, Porthleven, Penzance, Sennen Cove, Scilly, St. Ives, Hayle, Newquay, Padstow, Port Isaac, Portloe, and Lizard.

3. New Brighton (two Life-boats), Southport, Lytham, Blackpool, Piel, Whitehaven, Seascale, Maryport, Silloth, Ramsey, Douglas (two Boats), Castletown, and Fleetwood.

4. Huna, Ackergill, Nairn, Lossiemouth, Buckie, Banff, Whitelink Bay, Fraserburgh, Peterhead, Cruden, and Newburgh.

5. Theddlethorpe, Sutton, Chapel, Skegness, Hunstanton, Brancaster, Wells, Blakeney, Sheringham, Cromer, Mundesley, Bacton, Hasborough, Palling (two Boats), Winterton, Caister (two Boats), Gorleston, Yarmouth (two Boats), Lowestoft (two Boats), Corton, Pakefield (two Boats), Kessingland (two Boats), Southwold (two Boats), and Dunwich.

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

	£. s. d.
Miss MARIA ONSLOW, of St. Neot's, for a Life-boat to be named the "Denzil and Maria Onslow"	600 0 0

	£. s. d.
Independent Order of Oddfellows (Manchester Unity), in aid of the support of their Life-boat at Cleethorpes, annual subscription	50 0 0
Admiral WHISH	25 0 0
Rev. G. M. GORHAM and Rev. J. HOLMES, Executors of the late ALICIA HARVEY, of Bridlington Quay	20 0 0
Proceeds of an Entertainment at Wolverhampton, per THOS. SKIDMORE, Esq.	5 0 0
Contents of Contribution Box on board the s.s. <i>California</i> , per Captain DONALDSON	4 10 3
Portion of Harvest Thankoffering at Chiltern Parish Church, Sudbury, on 2nd November, per Rev. HERBERT SMITH	1 5 0
Young Men's Christian Union of Upper Holloway Chapel, per Mr. P. TERRY, Jun.	0 10 0

—To be severally thanked.

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

	£. s. d.
The late Mrs. H. K. HOLME SUMNER, of Swaffham (duty-free)	100 0 0
The late Mrs. HARRIET KIRKPATRICK, of Sutton (duty-free)	100 0 0

Decided that a new edition of the Life-boat Regulations in a modified and re-arranged form, with marginal notes, be issued to the Branches of the Institution, with the view of making them as clear as possible to the Coxswains and Crews of the Life-boats.

Also that the best thanks of the Committee be presented to Vice-Admiral AUGUSTUS PHILLIMORE, late Admiral Superintendent of Naval Reserves, in acknowledgment of his cordial and valuable co-operation with the Institution while holding that office.

Also to T. G. JONES, Esq., Collector of H.M. Customs at Belfast, for his kind and untiring services in collecting for many years past contributions from seamen at the Belfast, Newport (Monmouth) and West Hartlepool Custom Houses, in aid of the Funds of the Institution.

The Committee expressed their deep regret at the lamented death of Mr. Serjeant Cox and Mr. DELANE, both of whom took considerable interest in the welfare of the Institution, and who were always ready to promote its great and national objects, through the medium of the *Field* and *The Times*.

Paid 3,937*l.* 18*s.* 9*d.* for sundry charges on various Life-boat establishments.

Voted 54*l.* 16*s.* to pay the expenses of the Porthdillaen, Scarborough, Ballywalter, and Gorleston Life-boats, in rendering the following services:—

	Lives saved.
Schooner <i>Mary Roberts</i> , of Nefyn	5
Schooner <i>Alert</i> , of Scarborough	2
Scotch fishing-boats in distress off Scarborough. Rendered assistance.	6
Schooner <i>Lady Land</i> , of Glasgow	6
Smack <i>Ann Wilmot</i> , of Lowestoft	5

The Ramsgate, Porthdillaen, Caister, Scarborough, Gorleston, and Cromer Life-boats, had also rendered the following services:

Schooner *Albion*, of Wells, assisted to save vessel and 3 men; barque *Osprey*, of Arendal, assisted to save vessel and 16; smack *Menai Packet*, of Carnarvon, 3 lives saved and rendered assistance

to vessel; brig *Lavinia*, of Guernsey, assisted to save vessel and 8; smack *Hester*, of Ipswich, assisted to save vessel and 3; smack *Violet*, of Yarmouth, assisted to save vessel and 6; s.s. *Moidart*, of Glasgow, remained by vessel.

Reported that the Cullercoats Life-boat had rendered assistance to the distressed coble *Reliance*, of Cullercoats.

Also that the Ramsgate Life-boat had put off to the aid of a distressed vessel, but that her services were not eventually required.

(The particulars of most of these services will be found on pp. 8-12.)

Voted also 12*l.* 3*s.* 2*d.* to pay the expenses of the Life-boats at Walmer, Donna Nook, North Sunderland, Great Yarmouth, Withernsea, Kingsdowne, Deal, and Southend (Essex), in assembling their crews or putting off with the view of rendering assistance to vessels not ultimately needing their aid.

Also the Silver Medal of the Institution to Mr. GEORGE MARKWELL, formerly Coxswain of the Holy Island Life-boat, in acknowledgment of his generally valuable and brave services in saving many lives from shipwreck.

Also 1*l.* 10*s.* to 4 men for putting off in a boat and saving 2 men from a boat which had been struck by a sudden squall and capsized in Poole Harbour, Dorset, on the 20th October.

THURSDAY, 4th December.

A Special General Meeting of the Governors of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at its House, John Street, Adelphi—

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

The Chairman having stated the object for which this Special General Meeting of the Governors of the Institution had been convened, the Secretary read the advertisement convening the meeting.

Read letter from Colonel the Hon. W. J. COLVILLE, of the 18th November, stating that H.R.H. the DUKE of EDINBURGH would have much pleasure to become, in his official capacity of Admiral Superintendent of Naval Reserves, a Member of the Committee of Management of the Institution.

It was resolved unanimously—

That H.R.H. the DUKE of EDINBURGH, Admiral Superintendent of Naval Reserves, be elected a Member of the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A cordial vote of thanks to the Chairman closed the proceedings.

CIVIL SERVICE LIFE-BOAT FUND.—The annual meeting of the Committee of this Fund was held on the 9th January at the General Post-office, and was presided over by Mr. W. H. HAINES, of the House of Lords. The report for the past year was read by the Hon. Secretary, Mr. CHARLES DIBDIN, F.R.G.S., of the General Post-office, and showed that, notwithstanding the numerous reorganisations which had lately taken place in the Civil Service, the number of subscribers had increased from 3,787 to 3,842, and that, in addition to the usual annual subscription of 150*l.* paid by the Fund to the Royal National Institution for the maintenance of the three boats, *Civil Service No. 1*, *Charles Dibdin*, and *Civil Service No. 3*, the sum of 1,000*l.* had been handed to that Society for the endowment of the Boat, *Civil Service No. 1*. The Life-boats of the Fund have up to the present time attended 23 wrecks, and saved 127 lives and 3 vessels.

A WRECK ON THE GOODWIN SANDS.

'Inasmuch as ye did it unto one of the least of these, ye did it unto Me.'

THE Life-boat went out at the break of the morning,
Though few then dared hope to behold her once more.

The storm-signal raised on the staff gave dire warning;

The boats, all save one, were hauled high on the shore;

For not even the grey-headed sires can recall
Such tempest of thunder, of snow, hail and rain:

But the crew who launched forth were the bravest of all.

The men of the Life-boat are ne'er sought in vain.

Through long, tedious hours, impatient, they waited

The bell that would call them to start from the strand;

At length when it sounded they rushed there elated,

While guns of distress were still heard far off land.

Through long anxious hours, though toil-worn and weary,

They valiantly fight 'gainst the gale and the foam;

Their gaze only fixed on the distance so dreary;
No murmur is heard, or a wish turned to home.

Aloft in the air a bright rocket is soaring;

A line is thrown vainly . . . and vainly again;
(Some eagerly watching, some wildly imploring)

Another ascends . . . and now . . . *not* in vain!
The shipwrecked are safe. 'The Centurion'

returning,

Each soul is rejoicing to steer for the shore:

But what mean these words, and strange looks bent with yearning?

The spot they are leaving all eyes seek once more.

In soft southern accents, with gestures beseeching,
A fond prayer is breathed, thrilling hearts warm and kind,

For a boy on the wreck, his clasped hands out-reaching;

Till now fast asleep! Can they leave him behind?

No! risking all lives, yet again, slowly nearing

The ship, that is vanishing down in the sand,
The danger is braved, 'mid an outburst of cheering;

The sailor-lad saved: and hurrah! for the land.

Thus the Life-boat came home, with her laurel-wreath won;

And a true tale is told, of a gallant deed done.

AUGUSTA A. L. MAGRA.

NOTICE.

The next number of the '*Life-boat Journal*' will be published on the 1st May next.

Vol. X., price 1*s.*, of the '*Life-boat Journal*' is now ready, and can be had at the Institution, or by order of any bookseller. The Title-page and Index of that Volume can also be obtained separately.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

President—HIS GRACE THE DUKE OF NORTHUMBERLAND, 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 1879.

<i>Adroit</i> , schooner, of Aberystwith	2	<i>Gilded Age</i> , yacht, assisted to save vessel and	3	<i>Ocean Queen</i> , schooner, of Plymouth—assisted to save vessel and	7
<i>Albion</i> , schooner, of Wells—assisted to save vessel and	3	<i>Gustepina N.</i> , barque, of Genoa	17	<i>Oswald</i> , barque, of London, assisted to save vessel and	16
<i>Alert</i> , schooner, of Scarborough—assisted to save vessel and	2	<i>Hallswell</i> , schooner, of Bridgewater—saved vessel.		<i>Osprey</i> , barque, of Arendal—assisted to save vessel and	16
<i>Allison</i> , brig, of Whitby	4	<i>H. B. Brightman</i> , s.s.—remained by vessel.		<i>Pasitheia</i> , barque, of Liverpool ..	23
<i>Alpheus Marshall</i> , barque, of Digby, N.S.	14	<i>Hebe</i> , ship, of Frederickstadt	14	<i>Pontieu</i> , brig, of Vannes	5
<i>Ann Wilmot</i> , smack, of Lowestoft	5	<i>Hermann</i> , schooner, of Berwick—saved vessel and crew	6	<i>Queen of Britain</i> , brig, of Carnarvon	6
<i>Ann</i> , schooner, of Colchester	5	<i>Hesperus</i> , sloop, of Copenhagen—rendered assistance.		<i>Reliance</i> , coble, of Cullercoats—rendered assistance.	
<i>Annie</i> , barquentine, of Salcombe.	5	<i>Hester</i> , smack, of Ipswich—saved vessel and	3	<i>Richard Willson</i> , ketch, of London	7
<i>Apollo</i> , schooner, of Bandholm ..	5	<i>Jane and Ann</i> , schooner, of Llanelhaiarn	3	<i>Rival</i> , brig, of Blyth	8
<i>Arabian</i> , s.s., of Liverpool—remained by vessel.		<i>J. H. Lorentsen</i> , s.s., of London ..	17	<i>Sarah Ann</i> , barque, of Sunderland	10
<i>Barot</i> , s.s., of Newcastle	6	<i>John</i> , brig, of Hartlepool—remained by vessel.		<i>Sarah Ann Dickinson</i> , schooner, of Fleetwood	6
<i>Bertha</i> , schooner, of Stettin, saved vessel and	4	<i>Lady Lilford</i> , brig, of Ardrossan	6	<i>Scotsraig</i> , brig, of Dundee—saved vessel and	9
<i>Blyth</i> fishing boat—saved boat and	6	<i>Lady Land</i> , schooner, of Glasgow	6	<i>Sons of the Wear</i> , coble, of Sunderland	4
<i>Blyth</i> fishing boats—rendered assistance.		<i>Lavinia</i> , brig, of Guernsey—assisted to save vessel and	8	<i>Sunshine</i> , schooner, of Wick	11
<i>Brest</i> , steamer, of Glasgow	40	<i>Leda</i> , ship, of Bremen	19	<i>True</i> , brigantine, of Faversham ..	7
<i>Cheveruel</i> , barque, of Havre	13	<i>Levette</i> , brigantine, of St. Malo—assisted to save vessel.		<i>Union T.</i> , schooner	7
<i>Christiania</i> , Norwegian barque ..	12	<i>Liberator</i> , lugger, of Wexford	1	<i>Violet</i> , smack, of Great Yarmouth—assisted to save vessel and ..	6
<i>Cito</i> , brig, of Arendal	7	<i>Lima</i> , barque, of Tonsberg	9	<i>Weaver</i> , schooner, of Carnarvon—remained by vessel.	
<i>Cleopas</i> , barque, of South Shields	10	<i>Lough Sunart</i> , ship, of Glasgow ..	55	<i>Wellington</i> , schooner, of Carnarvon—assisted to save vessel and	3
<i>Darlington</i> , s.s., of Stockton	9	<i>Margaret</i> , brig, of West Hartlepool—rendered assistance.		<i>Whitby</i> fishing-boats—rendered assistance.	
<i>Diamant</i> , brig, of Arendal	4	<i>Marie</i> , Russian barque—assisted to save vessel and crew	12	<i>William</i> , dandy, of London	12
<i>Dolphin</i> , lugger, of Wexford	5	<i>Marie</i> , schooner, of Rostock—assisted to save vessel.		<i>Wisdom</i> , cutter, of Shoreham—saved vessel and crew	6
<i>Edith Owen</i> , steamer, of London ..	5	<i>Martaban</i> , ship, of Greenock	11	<i>Y. Deryon</i> , cutter, of Carmarthen—remained by vessel.	
<i>Effort</i> , ketch, of Portsmouth	2	<i>Marian</i> , smack	2	<i>Zephyrus</i> , barque, of Plymouth ..	14
<i>Elizabeth Ellen Fisher</i> , schooner, of Fleetwood	4	<i>Mary Lloyd</i> , schooner, of Portmadoc—rendered assistance.		<i>Zurich</i> , barque, of North Shields	16
<i>Ellen</i> , schooner, of Beaumaris	3	<i>Mary Roberts</i> , schooner, of Nefyn	5		
<i>Elsmore</i> , schooner, of Runcorn	3	<i>Matin</i> , s.s., of Dundee, remained by vessel.		Total lives saved by Life-boats, in 1879, in addition to Twenty-one vessels	637
<i>Esmeralda</i> , smack, of Grimsby, saved vessel and	5	<i>Menai Packet</i> , smack, of Carnarvon	3	During the same period the Institution granted rewards for saving lives by fishing and other boats	218
<i>Excelsior</i> , smack, of Grimsby	5	<i>Messenger</i> , brigantine, of Exeter ..	3		
<i>Fanny Bailey</i> , schooner, of Dundalk	5	<i>Mia Madre E.</i> , barque, of Genoa ..	21		
Fishing cibles of Staithes—rendered assistance.		<i>Moidart</i> , s.s., of Glasgow, remained by vessel.			
Fishing boats and other vessels in distress at Montrose—rendered assistance.		Newbiggin fishing-cibles—rendered assistance.			
Fishing boats off Scarborough—rendered assistance.		<i>Nooit Polmak</i> , Dutch fishing smack—rendered assistance.			
<i>Fraternity</i> , brigantine, of Kragroer, assisted to save vessel and	6				
<i>General Carlfield</i> , barque, of Newcastle	18				

THE COMMITTEE OF MANAGEMENT have to state that during the year 1879, the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £29,764 on its 269 Life-boat Establishments on the coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 855 persons from various shipwrecks on our coasts, for which services it granted 12 Silver Medals and 13 Votes of Thanks on Vellum, besides pecuniary rewards to the amount of £2,250.

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 26,906; for which services 92 Gold Medals, 901 Silver Medals, and £59,166 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 Life-saving fleet of 269 boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain the Life-boats in a thoroughly efficient state, and their crews practised in the management of the 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.—February, 1880.