

THE LIFE-BOAT,

OR

JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

(ISSUED QUARTERLY.)

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[WITH ILLUSTRATIONS.]

THE SOCIETY OF ARTS AND LIFE-SAVING APPARATUS.

THE "Society for the Encouragement of Arts, Manufactures and Commerce," commonly known as the "Society of Arts," as most of our readers will be aware, offers from time to time its Gold Medal to be competed for by Designers, Inventors and others in furtherance of special objects falling within the sphere of the Society's function.

Amidst these objects it has not lost sight of the claims of our seamen and sea-voyaging countrymen for the provision of all available means of protection from the dangers incident to all who "go down to the sea in ships, and occupy their business in great waters."

Thus, in the year 1871, the Society offered its Gold Medal for the best design for a Ship's Life-boat, which was won by Messrs. WOOLFE and SON, Life-boat builders to the NATIONAL LIFE-BOAT INSTITUTION, for a Life-boat built of wood, and by Messrs. HAMILTON and Co., of the Windsor Iron Works, Liverpool, for one of iron, full-sized boats, from the model selected, having been built and tested before the awards were made.

Again, when the passenger steamer *Princess Alice* was sunk by collision in the Thames on the night of the 3rd September, 1878, and more than six hundred of those on board her perished, the Society again came forward and offered its Gold Medal "For the best means of saving life

at sea, when a vessel has to be abandoned suddenly, say with only five minutes' warning; the shore, or other vessels, being in sight."

We had intended to take earlier notice of this praiseworthy and humane effort of the Society in behalf of sailors and passengers by sea, but other matters led to its postponement.

As a first step, a Committee of distinguished Naval officers and other practical men, under the presidency of Lord ALFRED CHURCHILL, the Chairman of the Council of the Society, was selected to carry out its intention. That Committee consisted of the following gentlemen:—

T. BRASSEY, Esq., M.P.

DONALD CURRIE, Esq.

Admiral M. NOLLOTH.

Admiral Sir ERASMUS OMMANEY, C.B.,
F.R.S.

Captain G. E. PRICE, R.N., M.P.

Admiral A. P. RYDER.

Admiral Sir E. SOTHEY, K.C.B.

Captain H. TOYNBEE.

After meeting several times and obtaining all available information on the subject, the Committee drew up and issued, in April 1878, the following circular:—

The Council of the Society of Arts offers its Gold Medal for the best means of saving life at sea, when a vessel has to be abandoned suddenly, say with only five minutes' warning; the shore or other vessels being in sight.

1. Preference will be given to appliances to

which fewest objections are established, on the score of their occupying valuable space, interfering with the stowage of more important articles, being in the way, being unsightly, not being ready at hand, requiring more or less "fitting" when brought into use.

2. Preference will be given to appliances to which fewest objections are established on the part of medical men, on the score of the appliances being unhealthy.

3. Preference will be given to appliances to which fewest objections are established on the part of seamen, on the score of their being uncomfortable, inconvenient, &c.

4. Preference will be given to appliances which afford a buoyancy of, at least, 40 lbs. to each person on board, whether of the crew or a passenger.

N.B.—The cork Life-belt, usually supplied, has a weight of 5 lbs. and a buoyancy of 20 lbs. It will float a man of ordinary dimensions, with his shoulders just-a-wash, provided all the rest of his body is under water. The Life-belts placed in their Boats by the ROYAL NATIONAL LIFE-BOAT INSTITUTION have a buoyancy of about 25 lbs., but only weigh 5 lbs., owing to the superior quality of the cork.

5. Preference will be given to the means of flotation which utilise articles already existing on board, so that no extra space will be required.

6. Preference will be given to appliances that are the least expensive, as to first cost and annual repair.

7. Preference will be given to appliances best able to stand the variations of climate, rough treatment, &c.

8. Neither Boats nor Rafts will be admitted to the competition, as it is almost certain that in the contemplated cases of abandonment neither of them could be lowered or cleared away in time, and because, even if the Boats stowed outside could be cleared away, there would rarely be sufficient space to provide means of safety for all the crew and passengers.

NOTE.—Of course, if there were time to clear away Boats or Rafts, they would be first attended to.

9. Cork belts, with a buoyancy of less than 40 lbs., will not be admissible, as it is most important that the mouth and nostrils of every one in the water be raised as far as possible above the surface. The ordinary Life-belt, admirably suited for use in Boats, and to support in the water persons accustomed to immersion in it, would frequently be quite insufficient in the cases contemplated for all non-swimmers, especially women and children.

10. No preparation of india-rubber or gutta-percha will be admissible, as with the greatest precautions they are not sufficiently proof against the effects of climate and of ill-usage.

NOTE 1.—It is to be understood that, under the special circumstances of the cases contemplated, all that is aimed at is to preserve life until the shore is reached, or the immersed persons are picked up. For this reason no provision is expected to be made for food or water.

NOTE 2.—Competitors are at liberty to draw a distinction between appliances most suitable to men-of-war, to passenger ships, to ordinary merchant ships; also between the different circumstances attending the sudden abandonment by day and a sudden abandonment by night.

The Gold Medal will be awarded for the appliance, or combination of appliances, which answer in the highest degree the various qualifications named above; but the Council is at liberty to withhold the Medal if, in the opinion of the Judges, nothing is submitted worthy of the award.

Appliances intended for the competition must be sent in not later than the 1st of August, 1878, addressed to the SECRETARY, Society of Arts, John Street, Adelphi, London, W.C., and must in every case be accompanied by a *short* description.

April, 1878.

(By Order.)

NOTE.—The date was extended by order.

In response to this appeal no less than one hundred and thirty-six designs, models, and full-sized floating appliances were sent in; of these, twenty being rafts and three being boats, were disqualified by the terms of the appeal. Of the remainder, many, as is always the case in any such competition, were valueless, their originators being insufficiently acquainted with the ordinary circumstances and special requirements in cases of disaster to ships from collision or wreck. Thus the Committee, in their Report to the Council of the Society, state that "Having carefully considered the circumstances attending the sudden loss, at a few minutes' warning, of various vessels of specified classes, we found that only a very small number of the 'Exhibits' were qualified, under the 'Instructions' in the Council's Circular, to compete for the Gold Medal."

It will readily be imagined that from the diversity of appliances which might be of service to afford temporary buoyancy and safety to persons suddenly immersed in the sea there would be no slight difficulty in selecting from amongst them the one appliance which would be of more service than all others. The Committee, therefore, wisely we think, avoided that difficulty by deciding to bestow the Medal on the competitor who would be able to exhibit the greatest number of such appliances with a high standard of merit.

At the commencement of their deliberations they rightly attached much value to the 5th clause of the Circular of the Council, and had, they observe, to ask, as regards each class of vessel, "Have they any articles ready at hand with sufficient

capacity, and suitable in every respect to our purpose, which are already buoyant, or if not yet made buoyant, can be durably made so sufficiently to support one or two persons with their shoulders out of the water?"

They then proceeded to consider separately the circumstances and requirements of each class of vessel, distinguishing ships-of-war from merchant vessels, and subdividing the former into two classes, viz., the ordinary ship-of-war and the troop-ship, often carrying, besides its crew, a thousand or more soldiers and a large number of women and children, and merchant vessels into four classes, viz., 1st, ordinary merchant ships, whether sailing or steam-ships; 2nd, emigrant and other passenger sea-going ships; 3rd, passenger ships on rivers; 4th, yachts, barges, &c.

SHIPS-OF-WAR.

1. *Ordinary Ships-of-War.*—The Committee came, we believe unanimously, to the conclusion that the most efficient means of floating all the crew at the shortest warning, with a reasonable prospect of saving them, when other ships or land might be near, would be afforded by *Buoyant Hammocks.*

Every man and boy in a ship-of-war is provided with a hammock, which when not in use is stowed on the upper-deck, and when engaged in battle would always be so; and since, without any additional cost, every hammock may be made amply buoyant by the substitution of a granulated cork mattress in lieu of the ordinary one stuffed with wool or horsehair, it follows that no difficulty exists in the way of providing such a source of safety for our gallant seamen, who, apart from the ordinary dangers of the sea, will be likely to need such aid in all future naval wars, when the torpedo and the ram will be the cause of many a good ship suddenly foundering. Admiral RYDER, one of the members of the Committee above named, has, as is well known, for several years past, zealously given much time and attention

to this subject, and has, although as yet fruitlessly, used every effort to induce the ADMIRALTY to provide buoyant mattresses for the crews of all our ships-of-war. As the Russian Imperial and Danish Royal Navies have been long since supplied with them we may hope that ere long our own ADMIRALTY may be induced to adopt them.

In the 81st number of this Journal we published a Paper on the subject written by Admiral RYDER, and in the 83rd number one by ourselves, with illustrations, showing the manner in which buoyant hammocks and berth mattresses are worn and used. We now reproduce them, pages 161 and 164.

2. *Troop Ships.*—The Committee recommend that, as in an ordinary ship-of-war, the ship's company should be provided with buoyant hammocks, but, as the soldiers when embarked are not provided with mattresses (which would occupy too much space), and as no article of their kits could be utilised by being made buoyant, they should be supplied with the simplest description of cork life-belts with ample buoyancy, which might be stowed on narrow shelves against the ship's sides, in their own messes.

MERCHANT SHIPS.

1. *Ordinary Merchant Ships, without Passengers,* the Committee place in the same category with ships-of-war, in so far that their berth mattresses should be buoyant, and so fitted that they could be quickly secured round the body of the wearer in the manner of a life-belt.

Such mattresses were fully described in the 83rd number of the *Life-boat Journal*, above referred to, and we now repeat illustrations of them. Figs. 4 and 5, p. 164.

2. *Passenger Sea-going Ships.*—In these, as in ordinary merchant ships, the Committee recommend that both the crew and passengers should be provided with buoyant berth mattresses. If life-belts should be also provided, they would be as an extra appliance; and, in addition, they consider that the chairs, stools,

benches, seats, cushions, &c., if made permanently buoyant, would, in conjunction with the ordinary round life-buoys, be of much service in cases of sudden emergency. In emigrant ships, the cork mattresses to be provided by the owners, under the inspection of a Government official.

3. *Passenger Ships on Rivers.*—These have a crew of very few seamen, but frequently many hundred passengers. They have no mattresses, but numerous chairs, stools, benches, seats and cushions, ready at hand, all of which could be made permanently and sufficiently buoyant, whilst the gunwale itself could be made in sections of buoyant materials. The Committee think an Act of Parliament might require that the number of passengers carried should not exceed the number of portable articles having 40 lbs. or more buoyancy, readily available on the upper deck; this, of course, in addition to the usual number of boats.

4. *Yachts, Barges, &c.*—These to stand on the same footing as sea-going merchant ships, with passengers.

Materials.—Having laid down the above general principles, the Committee proceeded to consider the relative values of the different materials exhibited from which surplus buoyancy was derivable. Of these the most noteworthy were—

1. Cork, solid or in block, and granulated.
2. Air, inclosed in air-tight and water-tight covers or cases, bladders, &c.
3. Moose hair, and other deer hair.
4. A pith, from South Africa.
5. A seaweed, treated with a preparation to prevent absorption.
6. The stems of a plant called "Sola," from India, very light.

Of the above materials, Nos. 3, 4, 5, and 6 are lighter than cork, before being saturated with water, whilst inclosed air would be more or less so, depending on the weight of the material inclosing it.

The Committee observe, that the sea-freight chargeable on many of these articles, being levied on bulk and not on

weight, would greatly enhance their cost, since they could not be compressed without diminution of elasticity and buoyancy. It is questionable, also, if some of them could be obtained in sufficient quantity to meet the great demand there would be for them if they were generally adopted. They are mostly, also, more absorbent of water than cork. After submitting them to experimental trial, the Committee came to the conclusion that cork, both granulated and in block, was the safest, and therefore the best of all buoyant materials for saving life with which they were acquainted. They remark: "Block cork absorbs a little water after several hours' immersion; granulated cork absorbs more after the same number of hours; but cork, although its buoyancy is diminishable, retains it sufficiently for the time required, and is incompressible under any probable pressure; it is unobjectionable on sanitary grounds; is not injured by any extreme of climate, and, in block, stands well a considerable amount of ill-treatment even if left uncovered."

Mattresses stuffed with granulated cork have been in use many years; many persons, it is said, prefer them to hair mattresses; and if one-inch thickness of horsehair be added on one surface of a cork mattress, the comfort is all that can be desired.

Fortunately the supply of cork in the south of Europe is practically inexhaustible. At the present average market-price of good block cork, buoyancy derived from it can be given to any article at the rate of about 8s. per 40 lbs. of buoyancy, which might be lowered by competition.

The Committee, in making their award, then state that—

"Having arrived at the above conclusions regarding what articles should be made buoyant in each class of ships, and what buoyant material we should recommend, we are of opinion that, in each class of ships under consideration, the series of buoyant articles in the annexed Table, Column IV., most completely fulfil the conditions laid down by the Council,

and entitle the exhibitor, Mr. A. W. Birt, to be recommended by us for the award of the Gold Medal."

They likewise make "Honourable Mention" of several articles shown by other exhibitors.

The following is a list of the articles exhibited by Mr. Birt, for which the medal was awarded, full particulars and qualities of which are given in the Table above referred to, pp. 162, 163.

1. A cork mattress for hammocks, faced with horsehair on one side. (Figs. 1, 2, and 3.)

2. A berth mattress of the same materials. (Figs. 4 and 5.)

3. A waterproof sheet, which, when placed within a hammock, enfolds the mattress and bedding, and adds 50 lbs. of buoyancy to that already possessed by the latter.

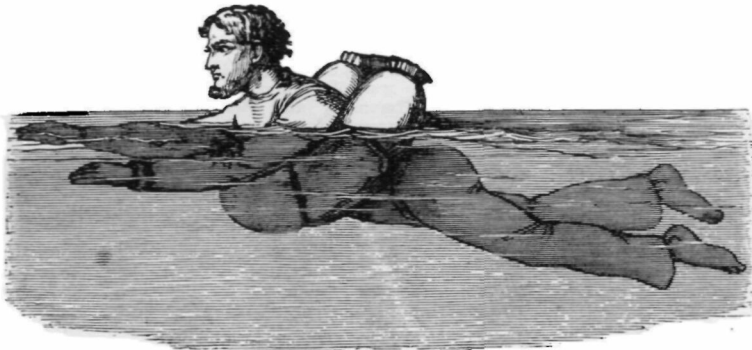


Fig. 1.—The Buoyant Hammock in use as a Life Belt.



Fig. 2.—The Buoyant Hammock secured so as to act as a Life Belt.

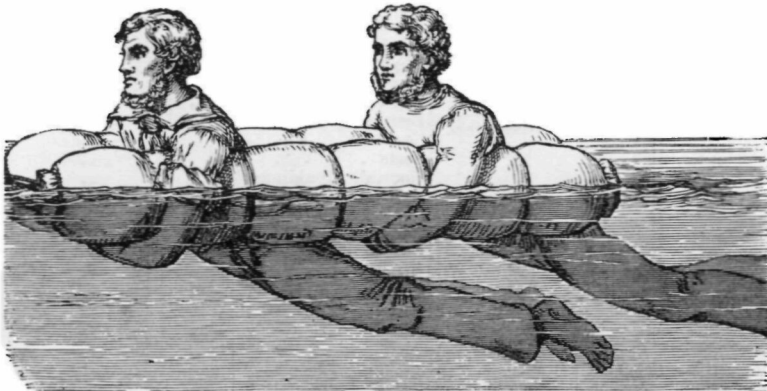


Fig. 3.—Two men sharing the Buoyancy of their Hammocks.

THE SERIES OF BUOYANT
CONSIDERED BY THE COMMITTEE AS DESERVING OF THE

DESCRIPTION OF VESSELS.		Articles already on Board which can, and should be, made Buoyant.	Buoyant Articles which are not at present supplied, but should be.	
I.		II.	III.	
I.—MEN-OF-WAR.	1. <i>Ordinary</i> , whether Ironclad or manned, rigged or not.	Hammock and Berth Mattresses for the officers and men.	..	..
		As supplementary—The Gunwale Mouldings.	..	..
	2. <i>Troop Ships</i> . . .	Hammock and Berth Mattresses for the officers and men.	..	..
		As supplementary—The Gunwale Mouldings.	..	..
		Stools . . . . .	..	..
		Benches . . . . .	..	..
	1. <i>Ordinary</i> , Merchant Ship (Steam Ship or Sailing Ship), without passengers.	Hammock Mattresses for the crew.	..	..
		Berth Mattresses for the officers and crew.	..	..
		As supplementary—The Gunwale Mouldings.	..	..
		Stools . . . . .	..	..
Benches . . . . .		..	..
Hammock and Berth Mattresses for the officers and crew.		..	..
2. <i>Passenger Ships</i> , with a large number of passengers.		Berth mattresses for the passengers.	..	..
		As supplementary—The Gunwale Mouldings.	..	..
	Stools . . . . .	..	..
	Chairs . . . . .	..	..
II.—MERCHANT .	3. <i>River Passenger Boats</i> , with a large number of passengers.	Stools . . . . .	..	..
		Chairs . . . . .	..	..
		Benches . . . . .	..	..
		Cushions . . . . .	..	..
	4. <i>Yachts</i>	Seats . . . . .	..	..
		Gunwale Mouldings . . . . .	..	..
		Berth Mattresses . . . . .	..	..
		Stools . . . . .	..	..
		Chairs . . . . .	..	..
		Benches . . . . .	..	..

NOTE.—When Crews, as in the case of *Lascars*, have no mattresses, Life Belts should be supplied.

NOTE.—The *Men's Tables* in men-of-war (including Troop Ships) assumed to be 12 feet by 3 feet, buoyancy (assuming that it has none of its own) at the rate of 16 men x 40 lbs. of buoyancy=640 lbs. a thickness of under 5 inches, but we have not included the *tables* in the above List, column II., as *mattresses* are not made buoyant, nor *life-belts* supplied in Troop Vessels, the tables should be made

ARTICLES (SEE COLUMN IV.),
GOLD MEDAL AND WORTHY OF GENERAL ADOPTION.

The series of Buoyant Articles which best fulfil requirements. IV.	Its own weight out of water. V.	Its Initial Buoyancy, viz., the weight of Iron it will just float when first immersed after Air has been excluded. VI.	Surplus Buoyancy after six hours in smooth water, with 40-lb. Iron weight attached. VII.	Buoyancy after being sunk for twenty-four hours in six feet depth of water. VIII.	Name and Address of the Maker of this series of Articles. IX.
The Royal Naval Cork Mattress for the Hammocks of subordinate officers and the men. <i>NOTE.</i> —There is hair on one side.	lbs. 18	lbs. 60	lbs. 14	lbs. 50	A. W. Birt, of the firm of J. and A. W. Birt, Dock Street, London Docks, maker of Life-Saving Apparatus for the Board of Admiralty, the Board of Trade, Royal National Lifeboat Institution, &c., &c.
The Cork Berth Mattress for officers with cabins. <i>NOTE.</i> —There is hair on one side.	18	75	26	60	
The Gunwale Buoy	85	255	215	240	
The Royal Naval Cork Mattress for the Hammocks of subordinate officers and the men. <i>NOTE.</i> —There is hair on one side.	18	60	14	50	
The Cork Berth Mattress for the officers who have cabins. <i>NOTE.</i> —There is hair on one side.	18	75	26	60	
The Soldier's Life Belt, No. I., buoyancy 40 lbs., for each soldier, their wives and children.	11	43	3	40	
The Gunwale Buoy	85	255	215	240	
The Buoyant Stool	14½	43	3	40	
" Bench	59	170	130	160	
The Merchant Seaman's Cork Mattress for their Hammocks or Berths.	18	75	26	60	
The Cork Berth Mattress for the officers. <i>NOTE.</i> —There is hair on one side.	18	75	26	60	
The Gunwale Buoy	54	170	130	160	
The Buoyant Stool	14½	43	3	40	
" Bench	59	170	130	160	
The Cork Berth Mattress for the officers. <i>NOTE.</i> —There is hair on one side.	18	75	26	60	
The Merchant Seaman's Cork Mattress for the crew.	18	75	26	60	
The Cork Berth Mattress <i>NOTE.</i> —There is hair on one side.	18	75	26	60	
The Gunwale Buoy	54	170	130	160	
The Buoyant Stool	14½	43	3	40	
" Chair	15	43	3	40	
The Buoyant Stool	14½	43	3	40	
" Chair	15	43	3	40	
" Bench	59	170	130	160	
" Cushion.	10¾	54	8	40	
" Seat	22	53	13	50	
The Gunwale Buoy	54	170	130	160	
The Cork Berth Mattress <i>NOTE.</i> —There is hair on one side.	18	75	26	60	
The Buoyant Stool	14½	43	3	40	
" Chair	15	43	3	40	
" Bench	59	170	130	160	
" Cushion.	10¾	54	8	40	
" Seat.	22	53	13	50	
The Gunwale Buoy	54	170	130	160	

could easily be made buoyant. If block cork were attached under the table, so as to give the table a of buoyancy, about one-fourth of that weight, or 160 lbs. of cork, would have to be attached to it, or their size would invite too many persons to cling to them. Nevertheless, if for any reason the buoyant as well as the benches, &c.

4. Soldiers' cork life-belts, for troop ships, with a buoyancy equal to 40 lbs. (Figs. 6 and 7.)

5. A buoyant cushion.

6. A buoyant seat.

7. A buoyant camp-stool. (Figs. 8 and 9.)

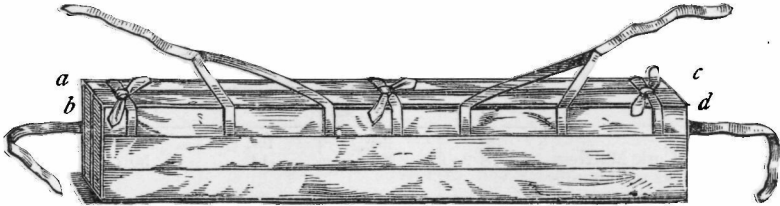


Fig. 4.--Berth Mattress, with numerous partitions, to prevent the cork from moving about; also with a hinge, with or without hair. This mattress contains 15 lbs. of Granulated Cork; buoyancy, over 60 lbs.



Fig. 5.—Man swimming with Mattress.

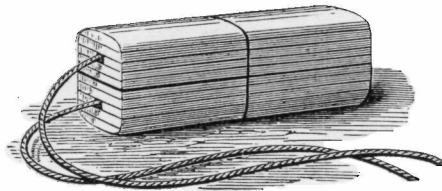


Fig. 6.—The Soldier's Cork Life Belt ready for stowing.

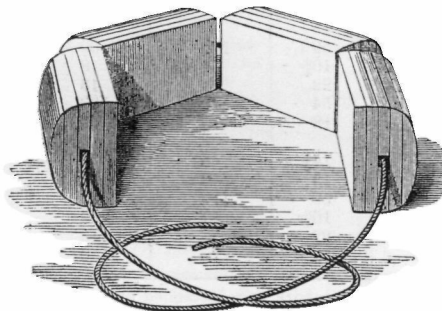


Fig. 7.—The Soldier's Cork Life Belt ready for putting on.

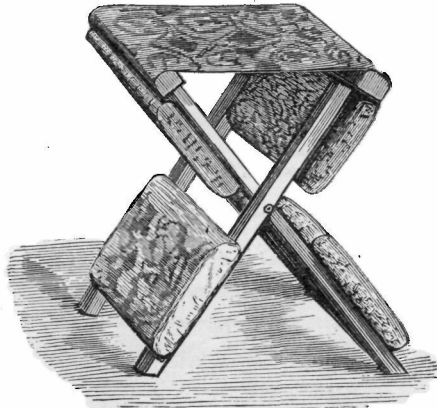


Fig. 8.—Camp Stool or Chair Life Buoy.



Fig. 9.—Camp Stool or Chair Life Buoy.

8. A buoyant bench. (Figs. 10, 11, and 12.) each having a buoyancy of over 240 lbs.,
 9. A bulwark, or sectional gunwale cork life-buoy, divided into six-foot lengths, or sufficient to readily support six men. (Figs. 13 and 14.)

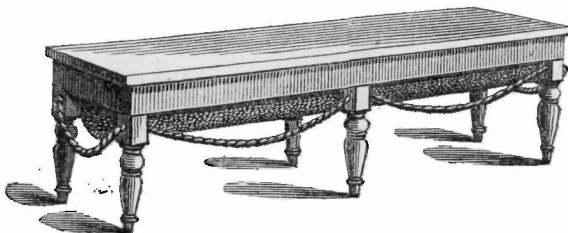


Fig. 10.—Bench fitted with Solid Cork.

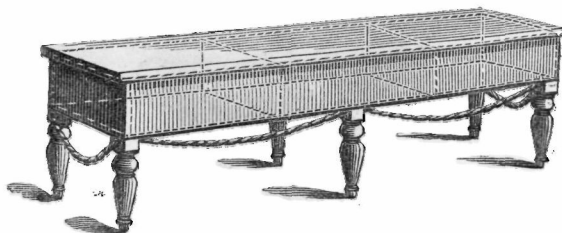


Fig. 11.—Bench fitted with Clarkson's Air Cases.

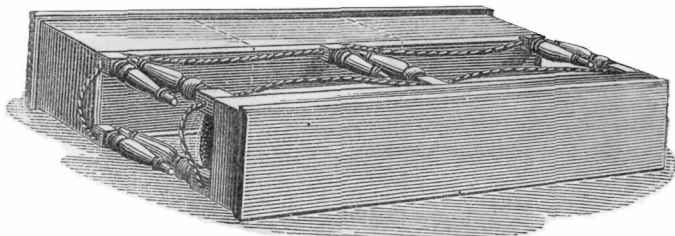


Fig. 12.—Two Benches lashed together forming a raft.

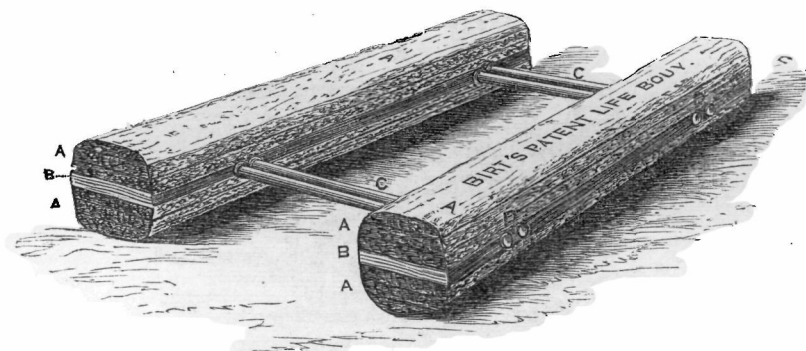


Fig. 13.—Bulwark Life Buoy.

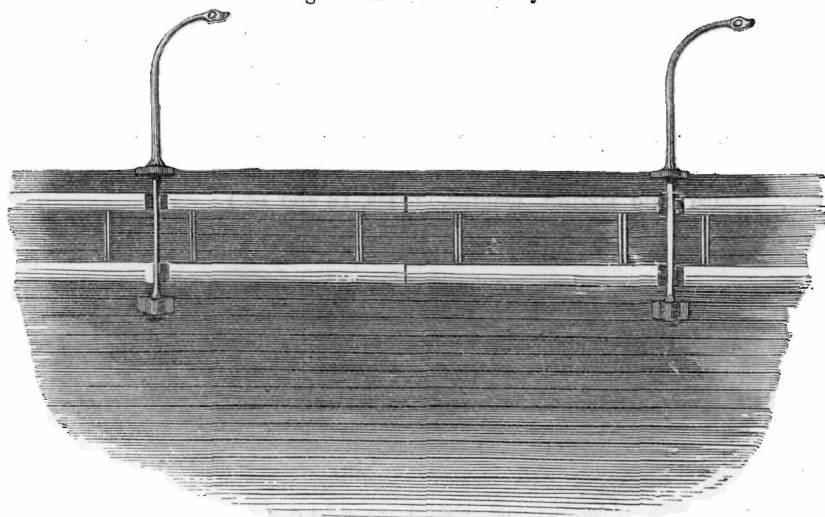


Fig. 14.—Section of Bulwark showing Buoys placed so as not to interfere with the Davits.

For a detailed description of the above articles, together with that of some by other exhibitors which were thought deserving of Honourable Mention, we must refer the reader to the Report itself. Suffice it to say that Mr. Birt's exhibits were considered by the Committee to be far more complete in character, as well as in number and variety, than those of any other exhibitor.

After combating some strange objections that have been made by Naval officers to the provision of means of escape from danger in great emergencies, such as fire, sudden foundering from collision, or assaults by the ram or torpedo, the Committee state:—

The following are a few cases of vessels belonging to some of the various classes named at pp. 4 and 5, which have been lost during the last few years, in some of which many hundreds of lives would, without doubt, have been saved by such appliances as "buoyant hammocks," &c. :—

- (1.) H.M.S. *Bombay*, line of battle ship, burnt off Monte Video in daytime in 1864, in fine weather, when nearly all the marines and boys were drowned within sight of the remainder of the officers and crew lying off in overladen boats. Captain J. Wilson, R.N., now Commodore in Australia, then Commander of the *Bombay*, has repeatedly stated that *had the hammocks been buoyant, all the marines and boys would have been saved.*
- (2.) H.M.S. *Orpheus*, Commodore W. Burnett, lost in fine weather in the daytime, in 1863, with nearly all hands, on a *bar* in New Zealand. Had the hammocks been buoyant, most of the men would have been carried by the current through the surf to smooth water.
- (3.) H.M.S. *Eurydice*, capsized in a squall in daytime in 1878, near the land and other vessels. Only two men were saved, one had secured a cork life-belt, the other a cork life-buoy. Had the hammocks been buoyant, the men would have been ordered to draw their knives along the covers, and many hammocks would have been freed. A buoyant hammock has much more buoyancy than a life-belt. If the outer part of the netting be "housed," it will occasion a very slight delay; but "housing" is quite unnecessary when the nettings are properly made.
- (4.) The case of the German ironclad, *Kurfürst*, lost by collision in 1878, was similar to that of the *Eurydice* in the suddenness of the catastrophe, the shortness of the warning; it was in the daytime, in fine weather, and other vessels were close to; yet only a few were saved.
- (5.) In the case of the *Northfleet*, in 1873, a merchant ship, full of passengers, sank when at anchor, after a collision at night; the warning was of about an hour, yet nearly all hands were lost.
- (6.) In H.M.S. *Vanguard*, an ironclad, lost by collision in 1876 in smooth water and a fog; the warning was of little more than

an hour; most fortunately, her sister ship with an ample supply of boats was close to. (7.) In the *Princess Alice*, a passenger boat with over 800 passengers, the warning was of less than five minutes; she was sunk by collision in the Thames on a fine night in 1878, and more than 600 lives were lost.

It is not a little remarkable that we have had, during the last few years, an example of almost every conceivable description of sudden disaster to ships, involving fearful loss or risk of life, the former of which would have been diminished by *Life-saving appliances in nearly every case*—(a) loss by fire, (b) on a *bar*, (c) by capsizing in a squall in daytime, (d) in a squall at night, (e) by collision in daytime, (f) by collision at night. In a future war we shall probably have not infrequently to promptly abandon vessels after "ramming;" also owing to fatal injuries from *torpedoes*.

Every sailor in the Russian Imperial and the Danish Royal Navy is supplied with a buoyant mattress. Our Admiralty will, it is hoped, adopt the same course, which will materially aid the French, German, and Spanish Commissions lately appointed by these Governments to decide on the best description of Life-saving appliances. Admiral Porter, in an official report of the condition of the United States navy, urges the authorities to introduce *cork mattresses* in the Government service.

The president of the Humane Society of the United States has pressed the matter upon the attention of the authorities of the United States navy.

The Congress of the United States has passed an Act obliging all steamers and passenger vessels to carry life-preservers under a penalty for neglect of one thousand dollars. Our Board of Trade will, it is hoped, induce Parliament to take action similar to that of Congress, as regards merchant ships, especially passenger ships.

If this competition of Life-saving apparatus, and our Report with the suggestions we have ventured to make should tend in any way to promote the very important object the Society of Arts has in view, it will afford much satisfaction to your Committee.

We need hardly state that we heartily endorse the wish of the Committee, that the competition and award, and the suggestions which after careful consideration and experiments they have proffered, may be the means of furthering the very important object in view, viz., the saving life at sea in cases of sudden disaster.

In conclusion, we will merely farther remark, as regards our ships-of-war, that surely our brave seamen are deserving of having every available means provided to lessen the dangers to which they are necessarily exposed. Even if not, in justice, entitled to it, their value—even their money value, as trained seamen and gunners—would indicate its expediency, now that the torpedo and the ram will constitute special dangers, of a wholesale character, over and above those to which in time of war they have hitherto been exposed.

DEATH OF THE RIGHT HON. SIR STEPHEN CAVE, G.C.B.

We lament to announce the death of the Right Hon. Sir Stephen Cave, P.C., G.C.B., Paymaster-General and Judge Advocate-General in the late Government, and member for Shoreham from 1859 until the late general election. For some years Sir Stephen had been suffering from a painful illness. Sir Stephen Cave was the eldest son of the late Mr. Daniel Cave, J.P., of Cleve Hill, near Bristol. He was born in December, 1820, and educated at Harrow School and at Balliol College, Oxford, where he graduated B.A. in 1843 (second class in classics), and proceeded to his M.A. degree in 1846. The same year he was called to the bar at the Inner Temple, when he chose the Western Circuit, but did not apparently practise. His parliamentary career commenced in 1859, when he was elected M.P. for Shoreham. In 1862 he succeeded in passing a Bill to Amend the Law relating to Polling Places, and in 1866 one to Amend the Law in reference to the Assessment of Mines. In July of the last-named year he was offered and accepted the post of Paymaster-General and Vice-President of the Board of Trade in the third administration of Lord Derby, upon the acceptance of which office he was sworn a member of the Privy Council. He remained in office till the resignation of the Disraeli Ministry, in December, 1868, having, during the period of his official tenure of the post, acted in 1866-7 as Chief Commissioner in Paris for negotiating the revision of the French Fishery Conventions of August, 1839, and May, 1843. While out of office the right hon. gentleman again devoted himself to measures of useful legislation, and succeeded in passing, in 1870, a Bill to Amend the Law of Life Assurance, and in the following year a Bill to Amend the Laws relating to the Investment of Trust Funds; and when, in February, 1874, the second administration of Mr. Disraeli was formed, he again accepted the post of

Paymaster-General, combined with that of Judge Advocate-General. The latter office he, however, resigned in December, 1875, when he was sent on a special mission to Egypt, in response to a request from the late Khedive of Egypt to the British Government to provide him with some experienced European financier to effect a thorough reform in the finances of the country, which were then in a very critical state. Mr. Cave, accompanied by Colonel Stokes, R.E., was accordingly despatched to Egypt. He afterwards informed the writer of this brief memoir that he had never recovered from the effects of the fever he contracted on this mission. Sir Stephen married, in 1852, Emma Jane, daughter of the late Rev. Wm. Smyth, M.A., of Elkington Hall, Louth, and Prebendary of Lincoln. Sir Stephen was the author of "A Few Words on the Encouragement given to Slavery and the Slave Trade by recent Measures, and chiefly by the Sugar Bill of 1846;" of "Prevention and Reformation: the Duty of the State or of Individuals? with some account of a Reformatory Institution;" of an essay "On the Distinctive Principles of Punishment and Reformation," and of papers relating to free labour and the slave trade, with a corrected report of the debate in the House of Commons on the resolutions proposed by Mr. Cave for the more effectual suppression of the African slave trade. He was formerly a director of the Bank of England and of the London and St. Katharine Dock Company, and was a magistrate and deputy-lieutenant for the county of Gloucester, a magistrate for Sussex, a commissioner of Lieutenancy for the City of London, president of the West India Committee, and a Fellow of the Royal Geographical Society, of the Zoological Society, and of the Society of Arts.

Sir Stephen was only recently created a Knight Grand Cross of the Bath. He took considerable interest in the welfare of the NATIONAL LIFE-BOAT INSTITUTION, both as a member of its Committee of Management and as one of its Trustees. We believe he

spoke for the last time in public at its annual meeting of 1879, and his eloquent and animated speech on the occasion, while he was evidently labouring under great sufferings, excited much attention. His remarks were so cogent and appropriate that we now publish them. He said:—

“It becomes my duty to move the adoption of the Report which you have just heard read. As representing in Parliament a mercantile naval constituency, I am deeply sensible of the great advantage to our naval and seafaring population of this noble Institution. One cannot help regretting that some institution of this kind had not been established at a very much earlier date, when we think of the number of valuable lives which in this country alone have been lost for want of proper means for saving life in cases of shipwreck. From the time when the ‘White Ship’ went down with the royal prince on board many centuries ago, up to the beginning of the present century, there was not only no adequate means for saving life, but on the contrary those unhappy sailors and passengers who escaped the fury of the sea and found themselves on shore, ran, probably, a still greater risk from the natives of the different shores of this country than they did when they were tossing about on the sea itself. (Hear, hear.) And on hearing it stated in the Report that a Life-boat was going to be placed on the coast of Cornwall, one can hardly help thinking of the very great change that has taken place in modern times. We know that up to the end of the last century Cornwall was the worst place for wrecking on the whole coasts of the United Kingdom. From the time when Sir Cloudesley Shovel, with all his fleet, went on shore on the Scilly Isles, and where it is supposed that he was murdered by the islanders for the sake of his gold watch, what a difference there is up to this time, when we hear of life-boats being placed at every part on the coasts of Cornwall, and where the noblest of services in saving life are constantly rendered, and no better crews can there be found to man them than the hardy Cornishmen themselves! (Cheers.) I believe that, besides the enormous fleet of life-boats which have been placed upon our shores, we have sent life-boats to foreign countries, and to the colonies—very few, but still enough to serve as specimens of what has been done in this country to induce other countries, if possible, to supplement our exertions by institutions of a similar character to the Life-boat Institution. But even if that was not so, and even if we were to supply Life-boats for foreign parts and to the colonies, I believe that we should be doing very much greater benefit to ourselves than to the inhabitants of those countries, because anybody who knows anything of the statistics of the British Mercantile Marine knows how enormously it outnumbers that of foreign countries. We may therefore be assured that whenever there is a storm in any part of the world, our sailors form the greater number of the people whose lives are risked and lost. (Hear, hear.) I

remember some years ago going through the Suez Canal from end to end. We met seventeen large steamers, and of those seventeen large steamers all but two were British. I just mention that to show that any Life-boat placed in any part of the world, either by our exertion or by other people following our example, is more likely to save the lives of English sailors than the lives of sailors belonging to any other country in the world. Now we have had a great deal said of late years about the difficulty of managing our Charities properly. We are told that charity creates half the evil which it relieves, but does not relieve half the evil which it creates. We have had a great many letters in the newspapers to that effect from Sir Charles Trevelyan, and from many others who have given their attention to these subjects. I must say that I very much agree with them. And even our hospitals have been called in question, because it is said that people are glad to stay as long as they can in a hospital, not only to get cured, but to get the better food and the better accommodation which they have in those hospitals, compared with what they get at home. And we know what malingering means. Any soldier or sailor here knows what malingering means. I remember that while I was in Egypt, of my crew on the Nile there was hardly anybody who had two eyes or two forefingers. They got rid of them in order to try to escape service in the army or the navy. But I never heard of anybody trying to drown himself for the sake of being saved by the Life-boats of the Institution; so that if there is an institution against which hardly anything can be said, it is such an Institution as THE NATIONAL LIFE-BOAT INSTITUTION. What are we doing in a country like this? When we are always at war we want something to fill up the gaps of the population. Well, it is something that we save six hundred or eight hundred or a thousand of the adult population in the course of the year, to fill up those gaps which have been made by war and other casualties elsewhere. I think that is something to be said in favour of an institution of this kind. And then, besides that, though we know that numbers of sailors every year go to the bottom of the sea and lie, as it has been said, ‘where pearls lie deep,’ yet the disaster is not confined to themselves. We must recollect that almost the whole of these men are bread-winners. They are supporting families elsewhere, and if these families lose their bread-winners and are not supported, what happens? They come upon the community at large. There is no doubt that this Institution is nobly supported, but we have on the other side a very large expenditure; and so it must be. We cannot get on without a very large expenditure. This is not a service that can be stinted. Unless we keep our Life-boats in first-rate order, and reward people well, we cannot get our Life-boats gallantly and ably manned. And a very few instances of boats being sent out in an unseaworthy state from this Institution would have so bad an effect that it would be almost impossible to get the boats manned, so

that it is the very best possible economy to give rewards freely, and to spend freely, to keep her fleet in a state of the greatest efficiency. We find that the newspaper press, which is most discerning, is ever ready to help forward this, like every other good and National cause. We may, however, not always have such encouragement and such energetic officers as we now possess; and therefore it is of the greatest importance that we should make hay while the sun shines, and that we should, if we possibly can, get a capital as well as an income, so that if the interest of the public in this Institution should to a certain extent be diminished, I do not think its noble work can ever fade away; but still, should it diminish at all, we should have something to fall back upon—something to put by for a rainy day—so that we may be able to carry on our operations by the side of the income which we are now obtaining from the generosity of the public. (Cheers.)”

HEROES OF SEA AND LAND.

TO THE EDITOR.

SIR,—When I was in St. Paul's Cathedral a few months since, I was moved afresh at the sight of the magnificent monuments to our great naval and military heroes, particularly those of Lord Nelson and the Duke of Wellington; and, as I shall presently have a few words to say concerning shipwrecked sailors and their preservers, I hope you will allow me to give a brief impression of my visit to the crypts of the cathedral.

I observed that Lord Nelson's tomb is in the middle of the south crypt. He is buried in a sarcophagus which Cardinal Wolsey is said to have had made for Henry VIII.

Nelson's coffin is made from the mainmast of the ship *L'Orient*, which was presented to Nelson by his friend Captain Hallowell, of the *Swiftsure*, after the battle of the Nile, accompanied by a message to this effect—"so that when you are tired of this life you may be buried in one of your own trophies."

Nelson's flag was to have been buried

with his coffin; but, just as it was about to be lowered to its last resting-place, the sailors, who had borne him to the tomb, moved as if by one impulse, rent the flag in pieces, so that each man might have a cherished memorial at least of this immortal genius of naval warfare.

Not far from Nelson rests brave Lord Collingwood, according to the latter's own request.

The Duke of Wellington's tomb is in the east crypt, and near him sleeps General Picton, of Waterloo fame. Tennyson's beautiful lines on the burial of the Duke and Nelson now instinctively rose to my mind, prompting Nelson to make this pathetic inquiry:

“Who is he that cometh like an honoured guest,
With banner and with music, with soldiers and
with priest,
With a nation weeping, and breaking on my
rest?”

* * * * *

“Mighty seaman this is he,
Was great by land as thou by sea;
Thine island loves thee well, thou famous man,
The greatest sailor since the world began;
Now to the roll of muffled drums
To thee the greatest soldier comes;
For this is he,
Was great by land as thou by sea.”

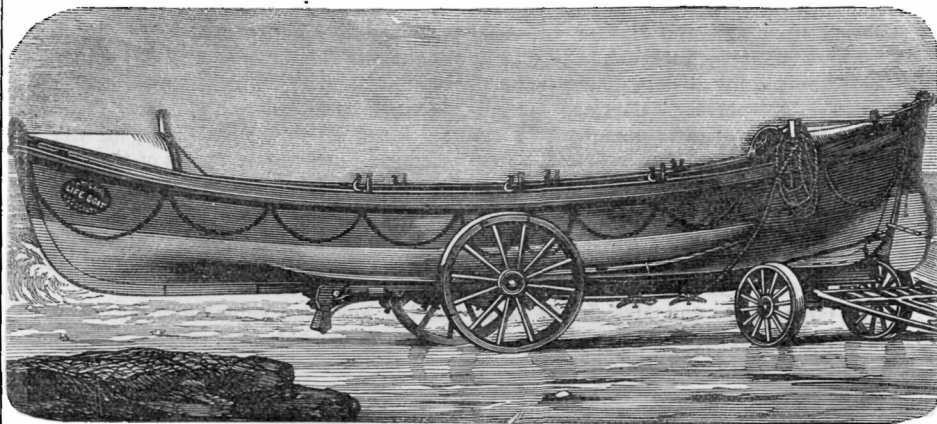
I will yield to no one in my admiration of these and kindred heroes of sea and land; but the thought did occur to me—When would the period arrive when national trophies like these would be raised to the memory of those who had done noble deeds in saving human life?

Again, we seldom hear of those saved from a watery grave publicly testifying their gratitude; but in ancient Rome it was not an unusual custom for the shipwrecked sailor to hang up his garments in the temples of his gods, as an acknowledgment of his gratitude for the preservation of his life from shipwreck.

I am, &c.,

A SUBSCRIBER.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



WHITBY AND UPGANG.—The NATIONAL LIFE-BOAT INSTITUTION has forwarded two new Life-boats to these stations, in the place of other boats. Both boats are 32 feet long and $7\frac{1}{2}$ feet wide, and row 10 oars double-banked. The Whitby Life-boat, like the one it replaced, is named the *Harriott Forteath*, after the benevolent donor, the late Mrs. FORTHEATH of Nottingham. The Upgang boat is named the *Joseph Sykes*; it was provided from the late Mrs. A. E. SYKES' legacy, which was bequeathed to the Institution "in grateful remembrance of the rescue of Lieut. J. SYKES, R.N., when H.M.S. *Alceste* was wrecked in the year 1817." The Upgang Life-boat was taken to its station by water from Whitby while a gale of wind was blowing from the W.; it was tried under oars and sails, and gave great satisfaction to its crew.

RUNSWICK, YORKSHIRE.—A new Life-boat has also been placed on this station by the Institution, instead of the one formerly there; the cost of the same was defrayed from a contribution given by a lady residing at Brighton for the purpose of placing a memorial Life-boat on the coast. A mutual promise had been made by the husband and wife that the survivor should give, during lifetime or by will, a Life-boat to the Institution. The husband having died, the widow decided to carry out their mutual agreement during her lifetime. With her sanction the contribution, which she accordingly

handed to the Institution, has been appropriated to the Runswick new Life-boat, the boat being named the *Margaret and Edward*. It is 34 feet long, 8 feet wide, rows 10 oars double-banked, and is furnished with a new transporting carriage. It has already done good service since it was placed on its station in January last in bringing safely ashore some distressed fishing cobbles and their crews.

PENMON, ANGLESEY.—The Life-boat on this station was the smallest on the coast of Anglesey, and was found to be not powerful enough to contend with the strong tides that are met with in that locality. Accordingly it has been superseded by a larger 10-oared boat, 34 feet long and 8 feet wide, named, like its predecessor, the *Christopher Brown*, after the zealous Honorary Secretary of the Settle Branch of the Institution, who had not only been successful in collecting the cost of this and another Life-boat, but had raised a sufficient sum of money amongst his friends and others for the permanent endowment of his two boats. A new boat-house and an extensive launching slipway are now being constructed for the Penmon Life-boat, at a large expense, and when they are completed the Life-boat establishment will be in every respect a pattern one, and cannot fail to reflect credit on the gentleman whose name will ever be associated with it in conjunction with the NATIONAL LIFE-BOAT INSTITUTION.

BLYTH, NORTHUMBERLAND.—The No. 2 Life-boat on this station, which was built in the locality in the year 1853, has been replaced by a new and lighter Life-boat of the modern type, measuring 30 feet by 8 feet, and rowing 8 oars double-banked. A new Transporting Carriage accompanied the boat. The members of the Local Committee and the coxswains were well pleased with the new boat and carriage, which they thought were more suitable for the station than the old ones. With the consent of the donors, the gift received by the Institution from T. JONES GIBB, Esq., and Mrs. JONES GIBB, of Tunbridge Wells, was appropriated in the renovation of this Life-boat Establish-

ment, the boat being named, at their request, the *Tom and Marion*. Mr. and Mrs. JONES GIBB have since sent a parcel of magazines and periodicals to Blyth for the use of the crew of the Life-boat. It should be mentioned that the Institution is much indebted to Mr. JAMES DARLING, its Local Honorary Secretary, for his assistance in the management of the Branch, he having been connected with it for upwards of thirty years. The Committee have recently had the satisfaction to present to him the thanks of the Institution inscribed on vellum in acknowledgment of his long and valuable co-operation on behalf of the Life-boat cause.

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### SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT INSTITUTION (*continued*).



MONTROSE, N.B.—On the 21st July 1879 the *Mincing Lane* Life-boat rendered some assistance to the Dutch fishing-smack *Nooit Polmakt*, which had gone too far to the northward while running for the harbour, and had stranded on the Annat

Bank during a fresh E.N.E. wind and heavy sea.

FERRYSIDE, CARMARTHEN BAY.—On the 21st August, in a strong wind from the S.W. and a rough sea, the yacht *F. Deryon*,



of Carmarthen, was observed to be dismasted and in dangerous proximity to the Langharne Sands. The Life-boat *City of Manchester*, stationed at the Ferry-side, went out to her, and found that her mast was broken off about twelve feet above the deck; the crew had, however, succeeded in setting a small sail to the remains of the mast, and had weathered the Sands. At the request of the crew of the yacht, the Life-boat then accompanied her, and indicated the best position to take the beach, and that having been safely accomplished, those on board were helped ashore.

**BULL BAY, ANGLESEY.**—On the afternoon of the 7th October the s.s. *Arabian*, of Liverpool, bound from Liverpool to Gibraltar with a general cargo, went ashore about a mile and a half westward of the East Mouse, near Bull Bay, during a dense fog. The Life-boat *Eleanor* proceeded to the vessel and remained by her at the request of the captain until she was got afloat at about 1 o'clock on the following morning. After going out to sea with the steamer, the Life-boat had great difficulty in finding her way back to her station, on account of the density of the fog.

**CROMER.**—On the 20th November, during a heavy breeze from the E., rockets were observed in the direction of Foulness Shoal, or Cromer Rock, about two miles to the eastward of Cromer. The Life-boat was launched during a heavy snowstorm, at about 5.30 A.M., and proceeded in the direction of the ship's lights, which were then visible. The tide running to leeward, it was some time before the boat could reach the vessel; but on arriving alongside she was found to be the s.s. *Moidart*, of Glasgow, bound from the North of England to Odessa with railway iron. The steamer was fast on the shoal, and the sea was making a clean breach over her at times. As the tide flowed, she fortunately floated off, and was brought up at anchor in deep water, but in a disabled state, having lost her rudder and part of her sternpost. The captain requested the Life-boat to remain by the steamer until a tug, or other assistance, came from Yarmouth, and the boat therefore stayed by her until about 12.30, when she was compelled to

leave and go ashore, on account of the state of the tide. A good look-out was kept from the shore during the night, as the gale increased, and at daylight the Life-boat again went off, and remained by her until steam-tugs arrived and towed her away.

**CULLERCOATS.**—On the 20th November the *Reliance* fishing-coble, which had gone out at 4 A.M. for the purpose either of piloting or fishing, was returning to the harbour at about 9.30, by which time the sea had much increased, and it was considered dangerous for her to attempt to cross the bar. The Life-boat *Palmerston* was therefore launched, and accompanied her in.

On the 26th April, at about 9 A.M., several of the fishing-cobles were observed running for the harbour. As a strong breeze was blowing, and the sea had risen very much, it was feared that they might meet with accident in crossing the bar. The *Palmerston* Life-boat was therefore pulled out to their aid. The first coble which arrived got in with difficulty; and as the sea was very heavy on the bar, and the tide was low, the Life-boatmen persuaded the crews of the other boats to make for Shields, rather than run the risk of losing their boats.

**PALLING-BY-THE-SEA, NORFOLK.**—On the 1st December, at 4 P.M., the *British Workman* Life-boat proceeded, during a strong E.S.E. wind and heavy sea, to the aid of a vessel which was signalling for assistance. She proved to be the barque *Onward*, of London, bound from Hartlepool to the East Indies, with coal. As she was in a very leaky condition, having been ashore on the Leman and Ower Sands, the Life-boat, at the request of the master, assisted to take her into Yarmouth Roads. She had a crew of 16 men.

At 4 A.M. on the 11th April, during a strong wind from the E.N.E., and a heavy sea, the *British Workman* Life-boat was launched to the aid of the brig *Betty* of Tonsberg, Norway, which had grounded on the Hasborough Bank, and had floated off in a very damaged condition. With the assistance of a yawl the vessel was beached at Palling, her crew of 8 men being landed by the Life-boat.

WHITBY.—On the 2nd December four fishing-cobles were observed to be making for the harbour, and as the wind and sea increased, the *Harriott Forteach* Life-boat went out, supplied the crews of the cobles with life-belts, and attended each of the boats over the bar. By the time the cobles and Life-boat had got safely in, the wind and sea had risen to a great height.

Two fishing-cobles, with three men in each, were observed making for this harbour at 2.30 P.M. on the 15th April. A strong E. gale had suddenly sprung up, causing a heavy sea on the bar, and the boats were in great danger of being swamped. The Life-boat *Harriott Forteach* went to their assistance, supplied each of the men in the cobles with a cork life-belt, and remained by the boats until they were safely beached.

CARNSORE.—On the 21st December, at 2.15 A.M., a vessel was reported to be stranded in Churchtown Bay. The Life-boat *Iris* proceeded there promptly, and found the barque *Chevereul*, of Havre, ashore there. The wind was blowing from the S.E., accompanied by a rough sea. The master at first refused to leave his ship, and requested the Life-boat to remain alongside; the boat accordingly stayed by her for about two hours, but as the sea was then getting very heavy, the master, the crew, consisting of 12 men, and the pilot, decided to abandon her, and were brought safely ashore in the Life-boat. The barque, which was on a voyage from Africa to Glasgow with dye-wood, became a total wreck.

KINGSDOWNE.—During a strong S.W. breeze and hazy weather on the 29th December, signals of distress were shown from a vessel ashore on the Goodwin sands. The Kingsdowne Life-boat proceeded to her, and found she was an Italian barque, laden with bones. Some of the Life-boatmen went on board the vessel, and the Boat remained by her until she was towed off the sands.

NEWQUAY, CARDIGANSHIRE.—On the 1st January 1880 the *Nelson* Life-boat put off to the aid of the barque *Pacific*, of Swansea, which was in a dangerous position near the shoals in the bay during a fresh W. gale and hazy weather. One of the

Life-boatmen was put on board the vessel and piloted her out of danger.

CAISTER.—Early on the morning of the 2nd January, during a strong W.S.W. breeze and heavy sea, large flare lights were seen in the direction of the Cross Sand, and the Lightships fired guns and rockets. The No. 1 Life-boat *Covent Garden* thereupon proceeded to the Middle Cross Sand, and found the s.s. *Amcott*, of West Hartlepool, bound from London to the Tyne in ballast, ashore there, in the midst of heavy breakers. The Life-boat let go her anchor, wore down under the lee of the steamer, and boarded her, when the crew were engaged by the master to assist to get his ship off the sand. Fortunately their efforts were successful, and the steamer was eventually enabled to proceed on her voyage.

On the 15th February, at 6 P.M., the No. 2 Life-boat, the *Godsend*, proceeded to the barque *Orion*, which had stranded on the south side of the North Scroby Sand. A fresh S. by E. breeze was blowing at the time, the weather was foggy, and the sea was moderate at first; but the wind and sea afterwards increased very much, and the Life-boat accordingly remained by the vessel until she fortunately floated at about 12.30, when the boat returned to her station. The barque was bound to London with a cargo of wood.

RAMSGATE.—During a moderate breeze from the N.W., and in cloudy and misty weather, on the 21st January, guns were heard from the direction of the Goodwin Sands. The steam-tug *Aid* and the Life-boat *Bradford* were at once manned, and left the harbour at 12.30. On arriving near the N.W. spit of the Goodwin Sands, a barque and a brigantine were observed ashore. The Life-boat was slipped, and rowed alongside the brigantine, which proved to be the *Black Diamond*, of Guernsey, bound from Shields to St. Brieuc, France, with a cargo of coal. The master engaged the services of the Life-boat and tug. At the same time a lugger was seen alongside the barque. On the tide flowing, the steamer backed in, and towed the brigantine's anchor out in a N.W. direction; a large hawser was then passed to the vessel, and the tug commenced towing, and continued doing so for about two hours, the crew of the Life-

boat meanwhile assisting to heave on the windlass, and also helping at the pumps. Eventually the vessel's head was moved, but, the tide falling, they failed to get her afloat, and the master then requested them to remain and try again on the following tide. At about 6 o'clock on the next morning, just before high water, the tug again backed in and commenced towing, the crew, as before, heaving at the windlass. They continued for two hours, but the tide again falling, they were unable to move her, and the tow-rope was then slipped and hauled on board. The master of the barque, which was lying near the edge of the sand, her anchor having been taken out by the lugger, then hailed the steam-tug to tow his vessel into a place of safety. Accordingly her tow-rope was hauled on board, and the steamer commenced towing; the barque's anchor was hove up, and she was taken to a safe anchorage in the Downs. She was the *Karoon*, of Truro, U.S., 447 tons, bound from Yarmouth to New York, with a part cargo of scrap iron.

The steamer then returned to the brigantine, the Life-boat in the meantime having remained alongside. On the tide again flowing, the wind and sea increased, causing the vessel to strain and leak badly, and although the pumps were kept constantly at work, they were unable to keep the water under. At about 5 p.m., there being six feet of water in the hold, and the water still rising and gaining on the pumps, it was decided to abandon her, and the crew, consisting of 6 men, were then taken into the Life-boat, which proceeded, in tow of the steamer, to Ramsgate Harbour, where they arrived at about 5.30 p.m. on the 22nd January. On the following morning the brigantine was seen to have sunk in the sands, her masts alone being visible.

On the 14th March, at 3.30 a.m., during a fresh breeze from N.E., the *Bradford* Life-boat and steam-tug *Vulcan* proceeded to the Goodwin Sands in response to guns and rockets from the Gull Lightship, and found the barque *Surinam*, of Amsterdam, ashore there. The services of the Life-boat and tug were at once engaged by the master to try to get the vessel off, and the steamer attached her hawser and commenced towing; but the tide was falling fast, and after trying for about an hour it was seen that it could

not then be accomplished. The starboard anchor was, however, got ready, and the steamer took it out a distance of seventy-five fathoms, and on the tide flowing she once more backed in, attached her hawser to the starboard quarter, and again commenced towing. After towing for some time, the tide forced the vessel round, when the tow-rope was slipped and made fast to the starboard bow. Again the steamer commenced towing, the crew heaving on the windlass. The vessel bumped heavily on the sand, but in about half an hour she came afloat, and was taken to a safe anchorage in the Downs. She had a general cargo and a crew of 10 men, and was bound from Amsterdam to Surinam, Dutch Guiana.

Again, on the 17th March, at 6.30 a.m., during a fresh breeze from the E., the *Vulcan* tug and *Bradford* Life-boat went to the aid of a large brig which was seen ashore on the N.E. part of the Goodwin Sands. On arriving alongside, the Life-boat found the crews of two Ramsgate luggers on board. The master engaged the services of all the men to assist to get the vessel off. The deck cargo of rough timber was thrown overboard, the pumps were manned, and the water pumped out. On the tide flowing, the *Vulcan* backed in and attached her hawser, and eventually the steam-tug *Wanderer*, which had been lying near, was also engaged to try to get the vessel off the sands; but the heavy seas caused her to pitch so heavily that the tow ropes constantly parted, and further attempts had to be suspended for a time. At 1 o'clock on the following morning the vessel's sails were set, to endeavour to force her over the sand, and she was moved about three lengths ahead, when the tide again fell and she remained fast. At 1 p.m. the whole of her canvas was again set, and both of the steamers' hawsers were attached to her, and after towing until about 4 p.m., it being the top of high water, she moved ahead, and was eventually got afloat and towed into Ramsgate Harbour, arriving at 5.30 p.m., the salvors' persevering attempts to save the vessel and crew being thus rewarded by success, after upwards of thirty hours of toil and exposure. She proved to be the brig *Heroen*, of Porsgrund, Norway, bound thence to Cardiff with a cargo of timber, and having a crew of 9 men.

**REDCAR.**—On the 22nd January the fishing-smack *Temperance Star*, of Redcar, was driven near the rocks during a strong gale from N.N.E., accompanied by a rough sea. On observing her perilous position, the Life-boat *Burton-on-Trent* was launched, and proceeding to her she took the crew of 2 men out, and then brought the smack into a safe position.

**PORTHDLINLLAEN.**—Signals of distress were shown from some vessels in Carnarvon Bay on the night of the 25th January. The crew of the Life-boat *George Moore* quickly assembled, launched their boat, and proceeded in the direction of the light, when they were enabled to render assistance to two fishing-smacks, the *James* and the *Atkins*, both belonging to Liverpool, which had been in collision about nine miles N.E. of Porthdlinllaen.

**WALMER.**—On the morning of the 5th February, the coxswain of the *Centurion* Life-boat was informed by a boat's crew that they had seen a vessel on the Goodwin Sands; but as the wind and sea were nearly calm at the time, he did not think it necessary to launch the Life-boat until he found that four of the vessel's crew were left on board, and could not be rescued on account of the surf on the Sands, the remainder of the men having been taken off by some galleys. He then returned to the station, and, having assembled the Life-boat crew, the boat proceeded to the vessel and rescued the 4 men, who were brought safely ashore. Their vessel was the barque *Shannon*, of London, bound from Shields to Leghorn with a cargo of coal.

**PLYMOUTH.**—The Life-boat *Clemency* put off on the 9th February, during a very heavy S. gale, and rendered valuable assistance to the s.s. *Hankow*, of London, which was in a perilous position outside Plymouth Breakwater. The Life-boat conveyed hawsers from the Government steam-tug *Trusty* to the vessel, at the imminent risk of the men's lives, and she was then extricated from her dangerous situation and towed inside the Breakwater by the *Trusty* and two other steamers. The sea was so heavy outside that it would have been impossible, in the absence of the Life-boat, to have passed the towing hawsers to the endangered vessel.

**CLOVELLY.**—During a strong gale from W.N.W. and a heavy sea, on the 9th February, the ketch *Louisa*, of Bideford, bound to that port from Newport, with coal, was at anchor off Clovelly, when she showed a signal of distress. The Life-boat *Alexander and Matilda Boetefeur* immediately proceeded to her, and on arriving alongside found that she was riding heavily at her anchors. The crew of 3 men and a female passenger were anxious to be taken ashore, and they were therefore taken into the Life-boat and safely landed. A few hours afterwards the weather moderated, and the men went on board their vessel again, got her under weigh, and proceeded on their voyage.

**GILES' QUAY (DUNDALK), Co. LOUTH.**—At about 11 o'clock on the same morning (9th February), the brigantine *Andover*, of Dublin, which had lost her mainsail and had become unmanageable, stranded about one mile from Dundalk Lighthouse, during rough weather, and showed signals of distress. The Giles' Quay Life-boat proceeded to her, took off the crew of 6 men, and landed them at Dundalk Quay. The wind was then blowing strongly from the E., and the sea running high; the Life-boat therefore remained at Dundalk until the weather moderated. While on her way back to her station, on the following morning, she was asked to try to tow the *Andover* off the bank. The Life-boat crew rendered the required assistance, and succeeded, with the aid of another boat's crew, in getting her afloat. The coxswain of the Life-boat, who is a pilot, then took charge of the vessel, signalled for a tug, and had her towed up to the Quay. She was on a voyage from Limerick to Liverpool, with a cargo of bones.

**RAMSEY, ISLE OF MAN.**—On the same day, at 7.30 A.M., the *Two Sisters* Life-boat, stationed at Ramsey, went out during a moderate gale from the E. and a heavy sea, and rescued the crew, numbering 5 men, from the schooner *John Wesley*, of Aberystwith, which, while on a voyage from Workington to Newport with a cargo of pig-iron, had missed stays and been driven ashore about two miles to the north of Ramsey Harbour.

**SWANSEA.**—On the 10th February,

during a strong gale from S.S.E., veering to S.W., with a very heavy sea, signals of distress were shown by the barque *Corea*, of Boston, U.S., which had stranded on the "Greengrounds" in Swansea Bay. The Life-boat *Wolverhampton* went to her assistance, and on arriving alongside found that she was striking heavily; her false keel had been beaten off, and she was dragging her anchors. The crew of thirteen men, and one woman, had proposed to leave in the ship's boats, but the boats were swamped and lost. On the arrival of the Life-boat, some of her crew went on board, and, with the assistance of a steam-tug which just then arrived, the barque was taken to Swansea.

NEW BRIGHTON.—A steam-tug came to the New Brighton landing-stage at 4 o'clock on the morning of the 12th February, for the Life-boat, as there was a steamer ashore on the Askew Bank. The wind was blowing strongly from the S., and the weather was cloudy. The *Stuart Hay* tubular Life-boat was quickly manned, and proceeded in tow of the steamer to the aid of the stranded vessel. She proved to be the s.s. *Anatolian*, of Liverpool, bound thence to the Mediterranean with a general cargo. The Life-boat remained by her for some hours, and eventually transferred twenty-six of the crew to the tug, which took them to Liverpool; the captain and the pilot remained on board the *Anatolian*, trusting that she would not become a wreck.

WEXFORD.—On the 12th February, at about 5.30 P.M., the fishing schooner *Kate*, of Wexford, was seen to be running for the harbour. The wind was blowing moderately from the S.W., but the sea was rolling furiously in consequence of a strong gale on the previous night. Immediately on entering the bar she was struck by a heavy breaking sea, which completely capsized her. Her crew, consisting of four men, succeeded in getting upon the bottom of the boat, but were instantly swept off by the sea. By this time the Life-boat *Civil Service* had put off to render assistance; but unfortunately nothing could be seen except some small portions of wreckage. After cruising about for a short time, the Life-boat picked up 1 man who had drifted in, clinging to a small piece of board. The poor fellow was

in a most exhausted state; he was at once landed at Rosslare, and every effort was made to restore animation, but unfortunately without success, and he expired about an hour after being landed. The Life-boat again went out, but was unable to find any trace of the rest of the crew.

CEMAES, ANGLESEY.—Information was brought to this Life-boat Station on the morning of the 14th February of a wreck on Skerries Island. The wind was blowing half a gale from S.W. at the time. The Life-boat *Ashtonian* was immediately launched and proceeded to the vessel, which proved to be the barque *Guiding Star*, of Salcombe, bound to that port from Liverpool with coal. The captain, his wife, and the crew, consisting of eight men, had succeeded in getting on the rocks by means of ropes from the jib-boom end. The Life-boat stayed several hours at the island, and eventually 7 of the shipwrecked people were, with great difficulty on account of the tremendous sea, taken into the Life-boat and landed at Cemaes. Three of the vessel's crew remained on the island, so as to be able to save anything that might be washed ashore. On the 17th inst. the Life-boat again went to the island and brought them ashore.

GREAT YARMOUTH.—On the afternoon of the 16th February, the Life-boat *Mark Lane* was launched, and proceeded through a heavy sea to the ketch *Duguesclin*, of Newcastle, which had shown a signal of distress while riding in the roads. She was found to be leaking, and the crew, consisting of 4 men, proposed to leave her. The Life-boat crew, however, worked at the pumps, and, with the aid of a steam-tug, the ketch was taken safely into harbour.

KINGSGATE, KENT.—The ketch *Forager*, of Portsmouth, from Seaham to Chichester, with coal, with a crew of four men, stranded near Kingsgate Castle on the 22nd February. A Coastguard boat proceeded to her assistance, and endeavoured to get her afloat, but the tide fell before this could be accomplished. On the following morning the wind blew strongly from the E.N.E., and the sea was heavy, and it was therefore considered advisable to take the Life-boat *Thomas Chapman*

out to the vessel, the lives of the crew being in danger. The Life-boat proceeded to her at about 6.30 A.M., and in three hours' time she was got afloat and, with the assistance of a steam-tug, was taken to Ramsgate Harbour, the Life-boat accompanying her to assist in steering, and to be in readiness in case her services were required to save life, as the vessel was leaking badly.

BLACKPOOL.—On the 26th February, at 7.30 A.M., the coxswain of the Life-boat was informed that a vessel had just been seen on the Salthouse Bank with a signal of distress flying. The wind was blowing a gale from the N.W., and the sea was very heavy at the time. He at once went down the pier, and, finding the report to be correct, the *Robert William* Life-boat was got out immediately, and placed in position for launching. It was found that only seven of the crew had arrived, and the coxswain then selected three landsmen whom he knew could pull pretty well, and as no time was to be lost, the boat was launched, even now undermanned, her proper complement being ten oarsmen in addition to the two coxswains and a bowman. She proceeded under sail as near to the wreck as was possible, shipping heavy seas nearly the whole of the time. The oars were then got out, and after two hours' very hard pulling, she got alongside. Great danger was incurred in approaching the vessel, as her spars were adrift and working about. The Life-boat was therefore hauled to within ten yards or so of the rigging, and a line was passed on board, by means of which the crew were dragged one by one through the sea and into the boat; they were in a most exhausted condition, and almost unable to assist themselves. Having safely got the 4 men into the boat, the grapple line was cut, the anchor weighed, and her head put for the shore, which was about four miles away. Being close on to the bank, she was obliged to run over it, the sea being terrific, but the drogue was got out and put in charge of the bowman, the sub-coxswain not being on board. One great sea broke right over the boat's stern, filling her completely, and driving her like an arrow for about a quarter of a mile. At last, despite all efforts, she broached to and was thrown on her beam ends, one

man being washed overboard, and the remainder hurled to the side of the boat. The crew, however, by directions of the coxswain, quickly sprang to the weather side, which manœuvre brought her almost to an even keel, and prevented a capsize. Her head was once more got before the sea, and the man who had been thrown overboard and had held on to the life-lines, was pulled into the boat. They, however, still had a critical time, for when the boat had been struck by this heavy sea the bowman had been knocked over, and had lost his hold of the drogue line, and the drogue was consequently lost. The coxswain then got out the bucket, and having attached lines to it, extemporised a drogue. At 12 o'clock at noon the Life-boat safely landed at St. Ann's, and was rapturously received by an immense crowd. The vessel proved to be the schooner *Bessie Jones*, of Fleetwood, bound from Glasgow to Liverpool with steel railway metals. One of the shipwrecked crew (the cook) had unfortunately been washed overboard from the vessel and drowned before the Life-boat arrived.

The Silver Medal of the Institution was voted to Mr. ROBERT BICKERSTAFFE, the coxswain of the Life-boat, in acknowledgment of his general gallant exertions in the boat, and particularly for his good services on this occasion. A double reward was also granted to the crew of the Life-boat, in addition to the local presentation of a special Silver Medal commemorative of the occasion, accompanied by a sum of money, amounting to nearly 5*l.*, which was paid into the Post Office Savings Bank to the account of each man.

An exciting scene took place off Blackpool on the 20th of May, owing to the steamer *Columbus* taking the ground with three hundred passengers on board. Every effort was at once made to get her out of her dangerous position, but without success. The heavy seas meanwhile continued to roll over the steamer as she lay broadside on to them. All this time the passengers on board were in a terrible state of confusion, and a good many of them were under no little apprehension as to their personal safety, for almost without an exception they were drenched to the skin with the sea, which found its way on board. The captain, seeing that there was no chance of getting his vessel

afloat until the turn of the tide, hoisted a flag of distress, whereupon the Life-boat bell was rung by Mr. Robert Bickerstaffe, the coxswain, and the boatmen ran with all speed to the boat-house. Their zeal and anxiety to get a place in the *Robert William* Life-boat were so marked that, in their eagerness to get hold of a cork jacket, which enables him who gets it to have an oar during the rescue, the coxswain was hustled up to the far end of the boat. Four horses were stopped on the road and attached to the Life-boat carriage. The force supplied by the efforts of the willing horses was immediately augmented by literally hundreds of strong arms dragging away at the ropes, so that the sands presented a most animated aspect as the Life-boat and the accompanying crowd hurried along under the south pier and on to the north, where the living freight of the *Columbus* were eagerly awaiting delivery from their unpleasant, if not perilous, position. At about twenty minutes past one the Life-boat was shot off her carriage and dashed into the broken surf amid the lusty cheers of the crowds of bystanders. Once afloat she was very soon alongside the stranded steamer. By this time several sailing and rowing boats had also got alongside, and in half an hour all the three hundred passengers were once more safe on land again, to their inexpressible satisfaction. The Life-boat made two trips, and brought off sixty-two passengers the first time and seventy-one the second. The large sailing boats brought off about forty passengers each time. After all the passengers were safely landed the Life-boat returned to the steamer, and remained alongside her until she floated again at about four o'clock in the afternoon.

RHOSNEIGIE, ANGLESEY.—A rocket was fired from a vessel near Rhoscolyn Landmark early on the morning of the 7th March. The weather was foggy, and a heavy sea was running, the wind being S.W. The *Thomas Lingham* Life-boat proceeded to her assistance, and found that she had struck on a rock. She was the barque *Orient*, of Liverpool, bound to that port from San Francisco, with a cargo of wheat. Fortunately the wind shifted to the N., and aided by the advice of the coxswain of the Life-boat, the ship was extricated from her perilous position

and enabled to complete her voyage in safety.

BALLYWALTER, CO. DOWN.—On the 11th March, at midnight, signals of distress were shown from a ship ashore on the Long Rock opposite Ballywalter, and in response thereto the Life-boat *Admiral Henry Meynell* was promptly launched and proceeded to the spot; but the night being very dark, with a gale blowing from the S.E., and a heavy sea running on the rocks, upon which there was not much water, the Boat was compelled to wait for daybreak before going alongside the stranded vessel. During the time of waiting the tide fell, which rendered the task somewhat easier. The night was a very severe one, with tremendous rain squalls, to which the Life-boat men were exposed for about six hours. However, they at last had the satisfaction to save the shipwrecked crew of 5 men, arriving back with them at Ballywalter at about 7 A.M.

The thanks of the Institution, inscribed on vellum, were voted to the Rev. J. O'REILLY BLACKWOOD, Hon. Sec. of the Ballywalter Branch, who went out in the Life-boat on this occasion, and an extra reward was granted to the crew of the Boat.

LYDD, DUNGENESS.—The Life-boat *David Hulett* was launched on the 11th March, in reply to signals of distress, and proceeded to the ship *Livingstone*, of Yarmouth, N.S., which had stranded near No. 2 Battery, East Bay, Dungeness, during a strong wind from E.S.E. and thick fog, accompanied by a rough sea. The boat remained by the vessel several hours, until she was got off with the assistance of three steam-tugs.

BROADSTAIRS.—On the 14th March, in reply to signal guns from the East Goodwin Lightship, at 3.30 A.M., the *Samuel Morrison Collins* Life-boat proceeded to the Goodwin Sands, and found the ss. *Mabel*, of Hartlepool, ashore on the eastern part of the Sands. She had a crew of 22 men and 2 passengers, and forty-seven Deal and Broadstairs boatmen were on board rendering assistance, and, as she was in a most dangerous position, the Life-boat remained by her until 3 P.M. on the 16th, in case her services should be required to save those on board, should

the weather become stormy. Fortunately, after throwing overboard 800 tons of cargo (iron ore), she came off the sand at 2 P.M. on the 18th March.

**ARKLOW.**—On the 30th March it was reported by the master of a fishing smack that a barque had grounded on the Arklow Bank. The *Out-Pensioner* Life-boat proceeded to her assistance, and found she was the barque *Pater*, of Sundswall, Sweden, bound from Liverpool to New York with a cargo of salt. The Life-boatmen were requested to assist in throwing the cargo overboard or into hookers if they arrived. This work was persevered in for six or seven hours, when a heavy breeze sprung up from the S.S.W., accompanied by rain, and the sea rose so rapidly and so high that it was considered advisable to get away from the vessel as soon as possible. The Life-boat therefore returned ashore, bringing 11 of the crew and the captain's wife, the remaining three men of the crew having previously been taken off by a fishing-boat. The Life-boat arrived at Arklow at about midnight, after crossing the Bank, where she shipped a great quantity of water. Prior to leaving the barque, one of the seamen fell overboard; his cries were heard from the Life-boat, which was pulled in that direction, and happily they were successful in picking the man up, after he had floated some distance. Before noon the next day the vessel had entirely disappeared.

**RUNSWICK.**—The *Margaret and Edward* Life-boat put off to the aid of several of the fishing-cobles belonging to this port which had been overtaken by a gale on the 2nd April. The Life-boat remained out two hours, and rendered important service to the boats in assisting them to get safely ashore.

**HASBOROUGH.**—The ketch *Rival*, of London, bound there from Newcastle with fire-bricks, went ashore at Ostend, about a mile and a quarter N. of the Hasborough Life-boat Station, during a strong E.N.E. wind and a thick fog on the 8th April. A rocket was fired to her, but the line got entangled in the wreck of another vessel which was near, and was rendered useless. The Life-boat *Huddersfield* then put off and succeeded in rescuing the

persons on board the ketch, consisting of the master, his wife, and crew of 3 men.

**NEWBIGGIN.**—While fourteen cobles were out fishing on the 2nd April at about 11 A.M. the sea suddenly rose to a great height, and considerable anxiety was felt for the safety of the boats and their crews. The Newbiggin Life-boat went to their assistance, and after some hours' exertion eleven of the cobles were brought in safely to the shore. The other three boats were out of sight, and as the sea was very high, and there was but little wind, it was evident that they required assistance. The Life-boat, therefore, proceeded in the direction of the fishing-ground, fell in with the boats, and towed them into the bay, one of the boats being towed three miles. The Life-boatmen were engaged six hours in rendering these services.

**GORLESTON.**—At 11.30 P.M., on the 4th May, guns were fired by the St. Nicholas Lightship, in response to which the Life-boat *Leicester* immediately put off and proceeded to the Scroby Sand. The weather at the time was thick, with rain; the wind was not heavy, but there was a considerable swell. It was found that the schooner *Pride of the Isles*, of Bridport, had gone ashore on the south part of the sand. She had lost her rudder, and as she had more than four feet of water in her hold, her crew, consisting of 6 men, were taken into the Life-boat and safely landed. The vessel rolled over and sank almost immediately after the Life-boat had left her.

## THE LIFE-BOAT STATIONS OF THE UNITED KINGDOM.

### THE ISLE OF PURBECK, AND ITS LIFE-BOATS.

**XXI.**—**SWANAGE.**—The *Charlotte and Mary*, 35 feet by 9 feet, 10 oars.

**XXII.**—**KIMERIDGE.**—The *Mary Heape*, 28 feet by 6 feet 8 inches, 5 oars.

THIS S.E. portion of Dorsetshire, which is now an island by courtesy only, doubtless had good claim to the name within the period of history. Even now it is nearly "surrounded by water," although its boundary, the river Frome, with its near neighbour, the Piddle, have gone far to effect their own



extinction, by the masses of alluvial soil they have carried down whilst performing their office of draining the neighbouring portion of the country.

Wareham, anciently a city of great importance on the banks of the Frome, and a seaport of sufficient magnitude to have supplied three ships for the siege of Calais in *temp.* Edward III., can now only be approached by barges and lighters. It is said vessels of 150 tons could unload here seventy years ago. The island is full of interest to the historian, the antiquarian, and the geologist, as well as to those interested in the work of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. It was off *Peveil Point* that King Alfred gained a victory over the Danish fleet, when 120 of their ships were sunk or wrecked on *Peveil Ledge*, a dangerous reef now guarded by the watchful eye of the Institution's Life-boat at Swanage. In the middle of the island, guarding the mouth of the valley through which the principal way of approach ran, stands the noble ruin of *Corfe Castle*, the scene of many well-known events in English history. The names of *Kings Alfred and Edgar* are connected with it. It was here that King Edward the Martyr was foully murdered by his stepmother *Elfrida*, and whose body, according to monkish tradition, imparted to the well into which it was thrown power to effect miraculous cures on the infirm. It is still called *St. Edward's Fountain*. William the Conqueror next appears in connection with it, having caused the great tower or keep to be built. Several royal ladies have contributed to its history. It held out stoutly for *Queen Maude*, and proved impregnable to *Stephen*. It was here that King John imprisoned the sister of the unfortunate Arthur—the *Princess Alianor*, or the *Maid of Bretagne*—together with the two daughters of *Alexander*, the King of Scotland. The ornate Tudor work, of which remains are still to be seen, is probably due to its having been the residence of the Countess of *Richmond*, mother of *Henry VII.*; and its end is intimately connected with the noble and courageous loyalty to the cause of the *Stuarts*, displayed by the wife, afterwards widow of the then owner, *Lord Chief Justice Banks*. Three times whilst in her hands was it invested and assaulted by the Parliamentary forces, only to be repulsed with severe loss; at last what force could not do against this indomitable lady, assisted by her daughters, treachery effected, and the castle eventually fell into its enemies' hands, to be destroyed as a fortress (by gunpowder), but still to remain a grand monument to English valour and architectural skill in the middle ages.

The island is very rich in barrows or tumuli, which have afforded many highly-prized treasures to antiquarians, whilst the ancient earthworks near *Whitecliff*, and the many old church towers, cannot but be of great interest. The ancient chapel on *St. Adhelm's*, or *St. Alban's*, Head, must be of the same interest to all concerned with the preservation of life from shipwreck as to the antiquarian, having been one of the earliest efforts in this country to carry out that work of charity, one practical part of which is now virtually entrusted by the country to the Life-boat Institution. It con-

sists of a small square building of the earliest Saxon architecture, believed by some to have been built by *St. Adhelm*, Bishop of *Sherborne*, who died A.D. 710; others place the date of its construction in the latter part of the 12th century. Whichever may be correct, both agree as to its purpose. This was to warn mariners approaching this dangerous coast, which it is supposed was done by the priest tolling a heavy bell during dark or foggy weather, as well as by giving the earliest intelligence of a wreck, and summoning to his assistance the inhabitants of the neighbouring village of *Worth*. Of course in addition to this (if it may be so called) civil or lay duty, he performed the priestly office of prayer for those at sea, and for shipwrecked mariners; and the present custom of young women dropping a pin into a hole in the central pillar and wishing for a husband, or the happy consummation of whatever they had most at heart, may be a relic of the ancient custom of presenting offerings to the priest to purchase his prayers for relations or friends. On *Whit-Thursday* the villagers of *Worth* still visit the chapel, dress it with flags, and dance in it, when we can readily imagine many an offering, with accompanying wish, being made.

The island is equally interesting to the geologist both from its formation and the numerous remains found in it.

The Institution has two Boats stationed on the island, one at *Swanage* and the other at *Kimeridge*.

The first-named Boat, called the *Charlotte and Mary*, is 35 feet long by 9 feet wide, pulling 10 oars, and was given by *S. J. WILDE, Esq.*, for the late *Miss M. WILDE*.

This station was formed and the Boat placed in *September 1875*, on the *S.E.* shore of the bay, a very neat and commodious Boat-house, and slipway for launching from, being built at the same time. The station is an important one on account of the exposed nature of the anchorage, with easterly and south-easterly winds, and the number of vessels that frequent it both for shelter and to load with stone; it also possesses the great advantage of being a weatherly station from which to reach *Studland Bay* and the approaches to *Poole Harbour*, in case of necessity, the former being a place of considerable resort by windbound vessels.

During the four years and a-half this Boat has been placed she has done good service on several occasions, and has saved nine lives.

*Mr. HENRY HIXSON* is the energetic Honorary Secretary; and a sound and gratifying local interest exists in the welfare of the branch and of the Institution generally. A very good and able crew can always be depended upon, and the men have the greatest confidence in their Boat.

The *Kimeridge Boat*, which is 28 feet long by 6 feet 8 inches wide, pulling 5 oars, given by *BENJAMIN HEAPE, Esq.*, of *Manchester*, is placed in a very advantageous position for reaching the *Kimeridge Ledges* and other dangers in that neighbourhood, which at times prove fatal to unfortunate vessels during *S.* and *S.W.* gales, as well as during fogs. The danger of these reefs, which nowhere extend a mile from the shore, is greatly enhanced by an extraordinary, and probably inter-

mittent indraught or current towards them, of which several interesting confirmations are recorded. In December 1847 an American ship was struck by lightning off Ushant, during a fresh S.W. gale, and set on fire; the crew having escaped, she drove ashore here one mass of flame. Again, when the unfortunate mail steamer *Amazon* was burnt, one of her boats as well as many pieces of burnt wood and articles of cabin furniture were driven on shore here about a week after the catastrophe. Some heartrending scenes occurred in this neighbourhood before this station was established by the Institution in 1868, when the present Boat was placed here, where she has kept faithful watch and ward until this year; and, after these years of good service, during which she has saved fifteen lives, she is shortly to be replaced by a more modern and powerful Boat, with a carriage; a new and more commodious Boat-house being now in course of erection for the same.

This Boat is under the control of the Isle of Purbeck Local Committee, of which the Rev. O. MANSSEL, M.A., of Church Knowle, is the able and zealous Honorary Secretary; and she has a very good and able crew of fishermen and Coast-guardmen.

#### SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 1st January, 1880:

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 Reports of the five District Inspectors of Life-boats to the Institution on their visits to the following Stations:—

No. 1 District. Capt. the Hon. H. W. CHETWYND, R.N., London—Dover.

No. 2 District. Commander C. LAPRIMAUDAYE, R.N., Bristol—Bude, Clovelly, Braunton, Appledore (two Boats), Morte Bay, Ilfracombe, Lyme-mouth, Watchet, and Burnham.

No. 3 District. Lieut. H. T. G. TIPPING, R.N., Dublin—Balbriggan, Rogerstown, Greencastle, Portrush, Groomsport, Ballywalter, Newcastle, Tyrella, and Giles' Quay.

No. 4 District. Lieut. H. A. MONTEITH, R.N., Edinburgh—Montrose (two Boats), Gourdon, Stonehaven, Arbroath, Broughty Ferry, Buddon Ness, St. Andrew's, and Anstruther.

No. 5 District. Commander ST. VINCENT NEPEAN, R.N., Hull—Thorpeness, Aldborough, Harwich, and Clacton-on-Sea.

Reported the receipt of £1,150*l.* from the Civil Service Life-boat Fund, per CHARLES DIBDIN, Esq., F.R.G.S., Hon. Secretary, being 1,000*l.* for the endowment of the *Civil Service No. 1* Life-boat at Wexford, Ireland, and 150*l.* in aid of the general support of their three Life-boats.—*To be thanked.*

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

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

|                                                             | £.  | s. | d. |
|-------------------------------------------------------------|-----|----|----|
| The late Mrs. ELLEN HOPE, of Upper Seymour Street . . . . . | 300 | 0  | 0  |
| The late Mrs. ANN STAMP, of Reading . . . . .               | 19  | 19 | 0  |
| The late Admiral CHARLES EDMUNDS, of Worthing . . . . .     | 19  | 19 | 0  |

Voted the thanks of the Committee to DAVID DICKSON, Esq., of Edinburgh, in acknowledgment of his long and valuable co-operation on behalf of the Edinburgh, Leith, and Granton Branch of the Institution.

Decided to place new Life-boats at Eastbourne, Briston Grange (Isle of Wight), Ardmore, and Ballycotton (Ireland), in lieu of the Boats at present on those Stations.

The cost of the new Life-boats had respectively been presented to the Institution by the following Donors:—Eastbourne, Friends at Manchester; Briston Grange—Worcester Cadet Life-boat Fund, per Capt. J. H. SMITH; Ardmore—Miss ANN MARIA HOOPER, of Bristol; and Ballycotton—The Oliver Goldsmith Life-boat Fund, per Miss ADA GOLDSMITH TULLOH.

Paid 2,223*l.* 2*s.* 11*d.* for sundry charges on various Life-boat Establishments.

Voted 79*l.* 10*s.* to pay the expenses of the Life-boats at Carnsore, Caister, Deal and Kingsdowne, in rendering the following services:—

|                                               | Lives saved. |
|-----------------------------------------------|--------------|
| Barque <i>Cheverevul</i> , of Havre . . . . . | 13           |
| Brig <i>Rival</i> of Blyth . . . . .          | 8            |
| Ship <i>Leda</i> , of Bremen . . . . .        | 19           |
| An Italian barque. Remained by vessel.        |              |

The Palling Life-boat had assisted to save the barque *Onward*, of London, and her crew of 16 men.

[The details of most of these services will be found on page 174.]

Voted also 157*l.* 7*s.* 6*d.* to pay the expenses of the Carnsore, Sunderland, Whitby, Caister, Winterton, Briston Grange, Broadstairs, Kingsdowne, Mullion, Great Yarmouth, and Queenstown Life-boats, in assembling their crews, or putting off in reply to signals of distress exhibited from vessels which did not eventually require the assistance of the boats.

The Ramsgate Life-boat had also been taken out, and the crew of the Gorleston Life-boat had assembled with the view of launching to distressed vessels, but their services were not ultimately needed.

Voted the Silver Medal of the Institution, with a copy of the vote inscribed on vellum, to the EARL of DUNMORE, and 5*l.* to three fishermen, in acknowledgment of their gallant services in putting off in an open boat, and proceeding, at one o'clock in the morning, a distance of eleven miles through a very heavy sea, and bringing ashore the passengers of the yacht *Astoria*, of Glasgow, which vessel had sunk in the Sound of Harris, N.B., during a hurricane from the S.W., on the 22nd September, 1879, those on board her having to take refuge on a small island.

Also the thanks of the Institution, inscribed on vellum, and 1*l.*, to Mr. DENIS CONNOR, Chief Officer H.M. Coastguard, at Rosslare, Ireland, in acknowledgment of his arduous and zealous services on the occasion of the launch of the Carnsore Life-boat, in reply to signals of distress shown from the Tuskar lighthouse on the 28th November.

Also a binocular glass, with a suitable inscription,

to Mr. PHILIP JEFFERSON, late Coxswain of the Newbiggin Life-boat, in remembrance of his former good services in the boat in saving life from shipwreck.

Also a binocular glass, with a suitable inscription, and 10*l.*, to Mr. WILLIAM GRANT, on his retirement from the office of Coxswain of the Institution's Life-boat at Margate, which appointment he had held seventeen years, in which period he had assisted to save 98 lives from various wrecks. He had previously received the Silver Medal and Second Service Clasp of the Institution.

THURSDAY, 5th February :

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 Reports of the five District Inspectors of Life-boats on their visits to the following Stations:—

1. Broadstairs, Hythe, New Romney, Selsey, Chichester Harbour, Brightstone Grange, Brooke, Bembridge, Poole, Swanage, Chapman's Pool, Kimeridge, Weymouth, and Lyme Regis.
2. Rhyl (two Boats), Llandulas, Rhoscolyn, Penmon, Llandudno, Moelfre, Cemaes, Cemlyn, Bull Bay, Holyhead, Rhosneigr, Llanddwyyn, Portmadoc, Barmouth, Aberdovey, Porthdinllaen, and Abersoch.
3. Drogheda (two stations) and Wicklow.
4. Kirkcubright, Isle of Whithorn, and Port Logan.
5. Lowestoft (two Boats), Pakefield (two Boats), Yarmouth (two Boats), Caister (two Boats), Whitby (two Boats), and Bacton.

Reported the receipt of a contribution of 900*l.* from T. JONES-GIBB, Esq., and Mrs. JONES-GIBB, of Tunbridge Wells, to defray the cost of a Life-boat Station, the Boat to be named the *Tom and Marion*.

Decided that Mr. and Mrs. JONES-GIBB be cordially thanked for their munificent contribution, and that the same be applied to the renovation of the Blyth No. 2 Life-boat Station.

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

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

|                                                                                                                                         | £.   | s. | d. |
|-----------------------------------------------------------------------------------------------------------------------------------------|------|----|----|
| The late Miss MARTHA CHARTERS SOMERVILLE, of Florence, for a Life-boat Station, in memory of her Mother, Mrs. MARY SOMERVILLE . . . . . | 2500 | 0  | 0  |
| The Honourable Mrs. HENRIETTA MABEL BROADHURST, of Richmond . . . . .                                                                   | 300  | 0  | 0  |
| The late Mrs. A. K. PECK, of Plymouth . . . . .                                                                                         | 250  | 0  | 0  |
| The late Wm. BAGLEY, Esq., of Leicester . . . . .                                                                                       | 200  | 0  | 0  |
| The late Miss ANN WEBB, of Brighton (duty free) . . . . .                                                                               | 50   | 0  | 0  |

The Committee recorded their deep regret at the death of Mr. J. G. WALKER, of Hanley, who had been for many years the valued Treasurer of the Staffordshire Branch of the Institution.

Decided that the best thanks of the Committee be conveyed to the following gentlemen, in acknowledgment of their past valuable co-operation in the management of various branches of the Institution:—

WILLIAM DYSON, JUN., Esq., Hull; J. HORAN, Esq., and J. LAMBTON, Esq., R.N.R., Sunderland;

and the Rev. A. H. McCAUSLAND, Groomsport (Ireland).

Reported that Mr. Lovelock, public accountant, had examined the accounts of the Institution for the past year, and had found the same correct.

Decided that a new Life-boat House and Slipway be erected at Plymouth, at a cost of 325*l.*

Paid 1,917*l.* 13*s.* 4*d.* for sundry charges on various Life-boat establishments.

The Life-boats at Newquay (Cardiganshire), Caister, Ramsgate, and Redcar had rendered the following services:—

Barque *Pacific*, of Swansea, and s.s. *Ancott*, of West Hartlepool, rendered assistance; brigantine *Black Diamond*, of Guernsey, 6 lives saved; fishing smack, *Temperance Star*, of Redcar, saved boat and crew of 2 men.

Voted 13*l.* 5*s.* to pay the expenses of the Porthdinllaen Life-boat in rendering assistance to the distressed fishing-boats *James* and *Atkins*, of Liverpool.

[The details of these services will be found on pages 174-6.]

Voted 138*l.* 11*s.* 6*d.* to pay the expenses of the Clacton-on-Sea, New Romney, Kingsdowne, Deal, Walmer, Porthdinllaen, Banff, Cullercoats, Portrush, Great Yarmouth, Holyhead, and Buckie 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.

Voted the Gold Medal of the Institution, and a copy of the vote inscribed on vellum, to Mr. WILLIAM PARTRIDGE CUBITT, Jun., in acknowledgment of his very brave conduct in plunging, at the peril of his life, into the sea from the Bacton Life-boat in the midst of a heavy surf, after the upsetting of that boat, on the 20th January, and cutting a rope which had entangled her rudder. By this means she was released from a very perilous position, and was enabled to reach the shore with those on board her.

The thanks of the Institution, inscribed on vellum, and 1*l.*, were also voted to Mr. WILLIAM WENN, and 6*l.* to six other men, for putting off in a yawl and rescuing some of the crew on the above-named occasion.

Also the thanks of the Institution to W. E. CARVER, Esq., J.P., in acknowledgment of his kind and valuable co-operation in taking an oar in the Portrush Life-boat, on the occasion of her launch to the stranded schooner *Graham*, of Dumfries, on the 29th December, 1879.

Also 1*l.* to Mr. JOHN BYNOW, chief boatman in charge of H.M. Coastguard at Clontarf, Dublin, and 2*l.* to his crew of four men, for putting off in the Coastguard boat, at some risk, and saving the crew of 7 men from the brigantine *Alice Woods*, of Ardrossan, which was wrecked on the North Bull, Clontarf, during a moderate easterly gale, on the 20th November.

THURSDAY, 4th March :

His Grace the DUKE of NORTHUMBERLAND, President of the Institution, in the Chair.

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

Also the report of Vice-Admiral J. R. WARD, the Chief Inspector of Life-boats, on his recent visits to Blackpool and St. Ann's, and those of four of the District Inspectors of Life-boats, on their visits to the following stations:—

1. Plymouth, Yealm River, Salcombe, Hope Cove, Dartmouth, Brixham, Torquay, Teignmouth, Exmouth, Sidmouth, Penarth, and Swansea.
2. Ballywalter, Drogheda, Kingstown, Arklow,

Courtown, Cahore, Queenstown, Tralee, and Valentia.

3. Port Patrick, Ballantrae, Girvan, Ayr, Troon, Irvine, Ardrossan, Kildonan, Campbeltown, and Southend.

4. Uppang, Runswick, Staithes, Redcar, Saltburn, Middlesborough, Hartlepool (three boats), West Hartlepool (two boats), Seaton Carew, Seaham, Sunderland (four boats), and Whitburn.

Reported the receipt of 1,000*l.* from JAMES CHADWICK, Esq., of Prestwich, Manchester, to defray the cost of a Life-boat Station.

Decided that Mr. CHADWICK be thanked for his munificent gift, and that the same be applied to the formation of the St. Anne's (Lancashire) Life-boat Station.

Also the receipt of a contribution of 1,000*l.* from a gentleman in Yorkshire, to defray the cost of a Life-boat to be placed on the coast of that county after his death.

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

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

|                                                                  | £.  | s. | d. |
|------------------------------------------------------------------|-----|----|----|
| The late Miss SARAH DEIGHTON, of Peckham . . . . .               | 200 | 0  | 0  |
| The late Miss JANE PYCOCK, of Howden, York (duty free) . . . . . | 50  | 0  | 0  |
| The late Mrs. LOUISA EVANS, of Chesham Street . . . . .          | 19  | 19 | 0  |

Read letter from S. J. KIMBALL, Esq., of Washington, U.S., the General Superintendent of the United States Life-saving Service, acknowledging the co-operation of the British National Life-boat Institution, and fully echoing its sentiment—that the only future rivalry between Great Britain and the United States of America may be one of good works in the broad interest of mankind—works of which the Life-boat Institutions of both countries offered no unworthy example.

Decided that the best thanks of the Committee be given to C. M. HARRISON, Esq., Rev. W. C. L. WINGATE, and Mr. D. MEKLEJOHN, in acknowledgment of their past valuable co-operation as the Honorary Secretaries, respectively, of the Guernsey, Lydd, and Huna Branches of the Institution.

Read letter from Lieut. DA FONSECA VAZ, Naval Attaché to the Portuguese Embassy in London, of the 3rd March, stating that he had been directed by the Portuguese Minister of Marine to convey to the Institution his very best thanks for the important information and valuable papers which it had furnished to him on the subject of the Life-boat work.

Ordered various works to be carried out at the Cardigan and Llandwyn Life-boat Stations, at an expense of 235*l.* 12*s.*

Paid 1,562*l.* 16*s.* 1*d.* for sundry charges on various Life-boat establishments.

Voted 94*l.* 2*s.* 9*d.* to pay the expenses of the Life-boats at Walmer, Clovelly, Giles' Quay, New Brighton, Cemaes, Caister, Blackpool, and Ramsey, in rendering the following services:—

|                                                         | Lives saved. |
|---------------------------------------------------------|--------------|
| Barque <i>Shannon</i> , of London . . . . .             | 4            |
| Ketch <i>Louisa</i> , of Bideford . . . . .             | 4            |
| Brigantine <i>Andover</i> , of Dublin . . . . .         | 6            |
| s.s. <i>Anatolian</i> , of Liverpool . . . . .          | 26           |
| Barque <i>Guiding Star</i> , of Salcombe . . . . .      | 10           |
| Barque <i>Orion</i> . Remained by vessel.               |              |
| Brigantine <i>Bessie Jones</i> , of Fleetwood . . . . . | 4            |
| Schooner <i>John Wesley</i> , of Aberystwyth . . . . .  | 5            |

The Plymouth, Giles' Quay, Swansea, Great Yarmouth, and Kingsgate Life-boats had also rendered the following services:—s.s. *Hankow*, of London, rendered assistance; brigantine *Andover*, of Dublin, assisted to save vessel; barque *Corea*, of Boston, U.S., saved vessel and 14 persons; ketch *Duguesclin*, of Newcastle, assisted to save vessel and crew of 4 men; ketch *Forager*, of Portsmouth, assisted to save vessel and crew. [The details of these services will be found on pages 174-8.]

Voted also 239*l.* 13*s.* 6*d.* to pay the expenses of the Life-boats at Broadstairs, Deal, Kingsdowne, Drogheda, Rye, Winchelsea, Porthimllaen, Cresswell, Great Yarmouth, Carmarthen Bay, Fowey, Mevagissey, Salcombe, Scarborough, Ardrossan, Wexford, Whitehaven, Queenstown, and Piel, in assembling their crews or going out to the assistance of vessels which did not ultimately need their aid.

Voted the Silver Medal of the Institution, and a copy of the vote inscribed on vellum, to Mr. ROBERT BICKERSTAFFE, Coxswain of the Blackpool Life-boat, in acknowledgment of his general gallant exertions in the Life-boat, and particularly for his brave and skilful services in assisting to rescue the crew, consisting of 4 men, of the schooner *Bessie Jones*, of Fleetwood, which was totally wrecked on Salthouse Bank, during a heavy gale from the N.W., on the 26th February.

The Ramsgate Life-boat had proceeded to the aid of a vessel in distress, but her services were found not to be required.

Voted a binocular glass and 10*l.* to Mr. ED. TUFMAN, on his resignation of the office of Coxswain of the Exmouth Life-boat, which office he had held for more than twenty years.

Voted also 2*l.* to five men, for putting off in a boat on the 29th January, and saving 4 men from the boat of the schooner *Viscata*, of New Quay, Cardiganshire, which had sunk about twelve miles W. of Bardsey on the 28th January. The men had been in the boat about twelve hours and were much exhausted, having been pulling all night, and the weather being intensely cold.

Also 9*l.* to thirteen fishermen, for putting off in their boats from Blackrock, Co. Louth, and rescuing the crews, numbering in all 13 men, from the brigantine *Parkside*, of Whitehaven, brigantine *Stella*, of Drogheda, and schooner *Mary Ann*, of Annagasson, which had stranded at Blackrock during a gale from S.E. on the 15th and 16th February.

TUESDAY, 16th March.

The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at Willis's Rooms, St. James's, His Grace the DUKE of NORTHUMBERLAND, President of the Institution, in the Chair.

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

The Secretary then read the Annual Report. The meeting was then addressed by the Right Hon. the EARL of GALLOWAY; Captain the Hon. FRANCIS MAUDE, R.N.; GEORGE LYALL, Esq., V.P.; Captain EVANS, R.N., F.R.S., Hydrographer to the Admiralty; JOHN LIDDON, Esq.; Captain MATTLAND, R.N.; ROBERT BIRKBECK, Esq.; Admiral MCHARDY; THOMAS CHAPMAN, Esq., F.R.S., V.P., Chairman; and Sir EDWARD PERROTT, Bart., V.P.

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

The Report of the Committee and the resolutions will be found in the May number of the *Life-boat Journal*.

THURSDAY, 1st April :

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.

Elected the Members of the Sub-Committees (Sir EDWARD PERROTT, Bart., V.P., Chairman) for the ensuing year.

Also the reports of the five District Inspectors of Life-boats, on their visits to the following stations:—

1. Poole, Kimeridge, Chapman's Pool, Weymouth, Alderney, and Guernsey.

2. Porthcawl, Pembrey, Ferryside, Tenby, Milford, Solva, St. David's, Aberystwith, Newquay, Cardigan, and Fishguard (two Boats).

3. Courtmacsherry, Ballycotton, Youghal, Ardmore, Dungarvan, Tramore, Duncannon, Carnsore, Wexford (two Boats), Greystones, Howth, Poolbeg, and Balbriggan.

4. Berwick, Holy Island (two Boats), North Sunderland, Boulmer, Alnmouth, Hauxley, and Cresswell.

5. Scarborough, Filey, Flamborough (two Boats), Bridlington, Withernsea, Hornsea, Clacton, Harwich, Thorpe, and Aldborough.

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

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

|                                                                         | £.   | s. | d. |
|-------------------------------------------------------------------------|------|----|----|
| The late Miss MARY WOODWARD, of Sproughton, near Ipswich . . . . .      | 1500 | 0  | 0  |
| The late Miss ELLEN SAUNDERS (in aid of the Irish Life-boats) . . . . . | 23   | 18 | 1  |
| The late Mrs. LUCY JONES, of Woburn . . . . .                           | 10   | 0  | 0  |

Decided that the best thanks of the Committee be presented to Sir THOMAS TOBIN; the Rev. R. W. CRACROFT, M.A.; and Mr. W. T. QUIGLEY, in acknowledgment of their long and valuable co-operation in the management, respectively, of the Cork and Queenstown, Lincolnshire, and Exmouth branches of the Institution.

Reported the transmission to their stations of the Poole and Penmon new Life-boats.

The London and South-Western Railway Company had kindly brought the old Life-boat from Poole to London, free of charge.

—To be thanked.

Reported that the Green Book recently issued by the Institution, containing instructions and information on the management of a Life-boat Station, had met with general approval from the various branches.

Copies had been supplied to the Foreign Ambassadors in London, the Foreign and Colonial Life-boat Societies, and various Government Departments. The Corporation of the Trinity House had ordered copies to be forwarded to all their lighthouses and vessels.

Read letter from Captain A. ALLIMAN, London Agent to the Archangel Moorman Steam Navigation Company, of the 13th March, stating that Admiral GLASENAPP, of Archangel, had informed him that the Naval Authorities there were about to establish two new Life-boat Stations on the

White Sea Coast, and requesting information of the system of the English Life-boat Institution.

Decided that this information be readily supplied.

Also that a new Life-boat be placed at Ardrossan, N.B., in lieu of the Boat at present on that station.

Paid 3,874*l.* 14*s.* 3*d.* for sundry charges on various Life-boat Establishments.

Voted 79*l.* 10*s.* to pay the expenses of the Life-boats at Rhosneigr, Ballywalter, Ardrossan, and Arklow, in rendering the following services:—

|                                                            | Lives saved. |
|------------------------------------------------------------|--------------|
| Barque <i>Orient</i> , of Liverpool. Rendered assistance.  |              |
| Brigantine <i>John and Mary</i> , of Belfast . . . . .     | 5            |
| Barque <i>Matilda Hillyard</i> , of Yarmouth, N.S. . . . . | 10           |
| Barque <i>Pater</i> , of Sundswall . . . . .               | 12           |

The Lydd, Ramsgate, and Broadstairs Life-boats had also rendered the following services:—

Ship *Livingston*, of Yarmouth, N.S., remained by vessel; barque *Surinam*, of Amsterdam, assisted to save vessel and 10 persons; brig *Heroen*, of Porsgrund, Norway, assisted to save vessel and 9 men; and s.s. *Mabel*, of Hartlepool, remained by vessel.

[Detailed accounts of these Life-boat services will be found on pages 174-9.]

Voted also 25*l.* 4*s.* to pay the expenses of the Life-boats at Porthdinllaen, Cemlyn, and Dundalk, in either assembling their crews or putting off to vessels not ultimately needing their aid.

The Ramsgate, Bude, and Southend (Essex) Life-boats had also been taken out with the view of assisting distressed vessels.

Voted 2*l.* to Mr. KENEALY, Coastguard Officer, and 4*l.* to his crew of four men, for putting off in the Coastguard whale-boat, and saving at some risk the crew of 4 men from the smack *Ann*, of Dover, which had stranded off No. 2 Battery, Dungeness, Kent, on the evening of the 11th February, during a strong E. breeze.

Also 2*l.* to two men for putting off in a boat and assisting to save 16 seamen belonging to H.M.S. *Hecla*, from a wherry which had been run into by a steamer off Portsmouth, on the 27th January.

THURSDAY, 6th May :

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 visits to the following places:—

Porthcawl, Swansea, Fishguard, Gorleston, Yarmouth, and Harwich.

Also the Reports of the five District Inspectors on their visits to the undermentioned Life-boat Stations:—

1. Worthing, Shoreham, Brighstone Grange, Brooke, Brighton, Newhaven, Chichester Harbour, Selsey, and Hayling Island.

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

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

4. Newbiggin, Blyth (two Boats), Tynemouth (two Boats), Cullercoats, Eyemouth, Dunbar,

North Berwick, Banff, Buckie, Lossiemouth, and Moray Firth.

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

Reported the receipt of a contribution of 500*l.* from HENRY TROWER, Esq., and friends, to place a Life-boat on the coast, in memory of the late Mr. ALFRED TROWER.

Decided that the donors be thanked, and that the new Life-boat about to be sent to Tramore, Ireland, be named the *Alfred Trower*.

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

|                                                                                                                   | £. | s. | d. |
|-------------------------------------------------------------------------------------------------------------------|----|----|----|
| A Well-Wisher and Regular Subscriber (additional)                                                                 | 30 | 0  | 0  |
| Stewards of the "Covent Garden" Life-boat Fund, per Mr. J. WEBBER, (additional)                                   | 50 | 0  | 0  |
| Worcester Cadet Life-boat Fund, per Captain J. H. SMITH (additional)                                              | 33 | 0  | 0  |
| Trustees of Berman's Charity (additional)                                                                         | 10 | 10 | 0  |
| Proceeds of a Lecture given by Captain E. W. HOWLETT, of the General Steam Navigation Company's s.s. <i>Stork</i> | 10 | 0  | 0  |

—To be severally thanked.

Reported the transmission to their stations of the Blyth and Ballycotton new Life-boats.

The City of Cork Steam Packet Company had kindly granted free conveyances to the Ballycotton new and old Life-boats between London and Cork.

—To be thanked.

Reported also that the new Life-boat to be stationed at Brighstone Grange, Isle of Wight, presented to the Institution by the "Worcester" Cadets, had been taken to Greenhithe, where that training ship is stationed, when the Boat was named by Mrs. SMITH, wife of the Captain-Superintendent, and experiments were conducted to demonstrate to the Cadets the valuable properties of stability, self-righting, &c., possessed by the Life-boat.

Ordered that various works be carried out at the Penmon and St. Anne's Life-boat Stations, at an expense of 1,068*l.*

Decided that the thanks of the Committee be given to the Committee of Lloyd's Register of British and Foreign Shipping for their kind present to the Institution, through the Chairman, THOMAS CHAPMAN, Esq., F.R.S., V.P., of a copy of the Society's Yacht Register for the year 1880-81.

Also to Mr. JAMES DARLING, for his long and valuable co-operation as Honorary Secretary of the Blyth Branch of the Institution.

Paid 2,215*l.* 11*s.* 8*d.* for sundry charges on various Life-boat Establishments.

Voted 33*l.* 10*s.* to pay the expenses of the Life-boats at Hasborough and Gorleston in saving 5 persons from the ketch *Rival* of London, and 6 persons from the schooner *Pride of the Isles*, of Bridport.

[Detailed accounts of these services will be found on page 180.]

The Palling and Ramsgate Life-boats had respectively assisted to save the brig *Betty*, of Tonsberg, and her crew of eight men, and the sloop *Nimrod*, of Jersey, and four persons.

The Newbiggin, Runswick, Berwick-on-Tweed,

Whitby, and Cullercoats Life-boats had also rendered important services to several fishing-boats.

Voted 129*l.* 7*s.* 9*d.* to pay the expenses of the Life-boats at Broadstairs, Montrose, Palling, Solva, St. David's, Brooke, Brighstone Grange and Great Yarmouth, in assembling their crews or putting off in reply to signals of distress shown from vessels which did not ultimately require the aid of the boats.

Also 1*l.* to two men for rescuing 2 Coast-guardmen, whose boat, while returning ashore from the Coastguard cutter *Stag*, had been capsized by a heavy sea in Skerries Roads, on the 12th February.

Also 6*l.* to Mr. WILLIAM FYNES, Chief Boatman of H.M. Coastguard, and five other men, for putting off in the Coastguard boat from Ringsend, Dublin, and saving 2 men from a boat which was in distress off Pigeon House Point, during a fresh westerly gale, on the 4th April.

#### SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

THE forty-first anniversary of this admirable society was held at the City Terminus Hotel, Cannon Street, on the 27th May, under the presidency of Admiral Sir ALEXANDER MILNE, G.C.B., Vice-President.

Amongst those present were:—Admirals Fishbourne, C.B., and Boyle; Captains, R.N.: the Hon. Francis Maude, E. Littlehales, Orme Webb, Annesley, and A. Morrell; Captain Vincent Budd; Messrs. Scott, Balding, Eames; Rev. Canon Scarth, and a number of ladies.

The Chairman, after a few introductory remarks commending the society, as a national institution, to the support of every British subject, and also, from its cosmopolitan nature, to the countenance and support of the representatives of foreign Governments, called upon the secretary to read the report, which stated that through the benevolence of the public, and the realisation of several outstanding legacies, the income of the society for the year ending 31st December, 1879, had largely increased, as also had the calls upon it. The dividends derived from the investments are devoted to giving small annual grants to the widows of members, whilst they have young children, or when they themselves are over sixty years of age, but are not sufficient for this purpose.

by upwards of 5,000*l.*, which has to be provided for out of the general income, these annual grants now amounting to upwards of 7,000*l.*, distributed last year amongst 2,504 widows. Three thousand nine hundred and fifty-seven shipwrecked fishermen and mariners were forwarded to their homes, and 7,906 widows and orphans of those who perished promptly relieved, making a total of 297,677 since the formation of the society in 1839. Nearly 51,000 sailors show their wish to help themselves by subscribing the small sum of 3*s.* annually, for which they get additional benefits.

During the past year two silver medals and 10*l.*, besides testimonials, had been awarded for saving thirty-four lives on the high seas or abroad, under difficult and dangerous circumstances.

The receipt of various contributions and legacies was thankfully acknowledged, including HER MAJESTY THE QUEEN'S annual subscription of 25*l.*

The report was then unanimously adopted, and the claims of the society advocated by several speakers.

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**WRECK OF THE TRAINING-SHIP
 "EURYDICE."**

It is the peaceful Sabbath-tide ;
 The sacred words have scarcely died
 That asked a guardian angel's hand
 For wand'ers over sea and land ;
 Across the dancing waters bright
 A gallant vessel greets the sight,
 With every sunlit canvas spread,
 Old England's banner overhead—
 Eurydice.

She bears a throng of young and gay
 From Western islands far away ;
 Their task is learnt, their duty done,
 Dear native land is almost won :
 In this brief hour, this one hour more,
 Loud welcome on the harbour shore,
 Of those who watched so long in vain,
 Shall hail the loved ones home again—
 Eurydice.

Dark storm-clouds dim the vernal sky ;
 A sudden gale sweeps fiercely by ;
 Down from the heights the wind hath passed ;
 O'er shore and sea it rusheth fast.
 In veil of snow is hid from view
 The stately ship, the joyous crew ;
 'Mid gloom and mist all fade away,
 Like dream-raised forms at dawn of day—
 Eurydice.

The tempest lulls, the sky is clear ;
 Green hills and valleys re-appear ;
 Glad woodland songsters sweetly sing,
 While sea-larks fly on eager wing ;
 The fearless fishers sail from home,
 And frailest bark afar may roam ;
 The sun bursts forth in dazzling light
 Above our fairy Isle of Wight—
 Eurydice.

* * * * *
 Where a fair pageant hath so lately been,
 Blue waters roll—a dreary blank is seen.
 The sea-birds' requiem soundeth sad and shrill,
 Wailed round the spot where once blithe hearts
 are still.

That ship now lieth deep which sailed so proudly ;
 Each merry voice is hushed that cheered so loudly ;
 All her gay banners hoisted, her white sails out-
 spread,
 In one short moment vanished with her early dead—
 Eurydice.

How many eyes will soon be wildly weeping
 For those beneath the billows calmly sleeping.
 Man dares not read the mysteries of Heaven ;
 But had one signal from the lost been given,
 What countless hands and hearts had sprung to
 save
 That busy hive of life from yonder grave !
 Ah ! may those dear ones strangely doomed, so
 soon, to die,
 Have crossed to-day the harbour-bar far upon
 high !
 Eurydice.

AUGUSTA A. L. MAGRA.

Ventnor, March 24, 1878.

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**INSTRUCTIONS AND INFORMATION**

ON THE  
**MANAGEMENT OF A LIFE-BOAT  
 STATION**

OF THE  
**ROYAL NATIONAL LIFE-BOAT INSTITUTION**

AS SANCTIONED FROM TIME TO TIME BY  
 ITS GENERAL COMMITTEE.

BY  
 THE SECRETARY AND THE CHIEF INSPECTOR.

Second Edition. Just published by Messrs.  
 William Clowes and Sons, Limited, and to be had  
 by order of all booksellers. Price Two Shillings.

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NOTICE.

The next number of the *Life-boat Journal*
 will be published on the 1st of November, 1880.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

President—HIS GRACE THE DUKE OF NORTHUMBERLAND, P.C.

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>Guiseppina N.</i> , barque, of Genoa	17	<i>Onward</i> , barque, of London, assisted to save vessel and	16
<i>Alert</i> , schooner, of Scarborough—assisted to save vessel and	2	<i>Hallsell</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>Pasthea</i> , barque, of Liverpool ..	23
<i>Alpheus Marshall</i> , barque, of Digby, N.S.	14	<i>Hebe</i> , ship, of Frederickstadt ..	14	<i>Ponthieu</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 ..	2	<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 Llanaelhalarn	3	<i>Rival</i> , brig, of Blyth	8
<i>Arabian</i> , s.s., of Liverpool—remained by vessel.		<i>J. H. Lorentzen</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 Land</i> , schooner, of Glasgow	6	<i>Scotsraig</i> , brig, of Dundee—saved vessel and	9
<i>Blyth</i> fishing boat—saved boat and	6	<i>Lady Lilford</i> , brig, of Ardrossan	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>Cheverul</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>Lina</i> , barque, of Tonsberg	9	<i>Weater</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>Diamanten</i> , brig, of Arendal	4	<i>Marian</i> , smack	2	<i>William</i> , dandy, of London	12
<i>Dolphin</i> , lugger, of Wexford	5	<i>Marie</i> , Russian barque—assisted to save vessel and crew	12	<i>Wisdom</i> , cutter, of Shoreham—saved vessel and crew	6
<i>Edith Owen</i> , steamer, of London ..	5	<i>Marie</i> , schooner, of Rostock—assisted to save vessel.		<i>Y. Deryon</i> , cutter, of Carmarthen—remained by vessel.	
<i>Effort</i> , ketch, of Portsmouth	2	<i>Martaban</i> , ship, of Greenock	11	<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 Runcom ..	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 cobbles of Staithe—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-cobbles—rendered assistance.			
Fishing boats off Scarborough—rendered assistance.		<i>Nooit Polmakt</i> , Dutch fishing smack—rendered assistance.			
<i>Fraternity</i> , brigantine, of Krageroe, assisted to save vessel and	6				
<i>General Caulfield</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 655 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 93 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 £1,000, 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. COURTNEY 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.—August 1880.