

# THE LIFE-BOAT,

OR

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## OUR LIFE-BOAT WORK.

If we could always have our own way in this world, we would doubtless make all work easy, all work pleasant, all work safe; we would fain do good to others, not only without risk of injury to ourselves, but even without serious exertion or patient endeavour and endurance on our own part, and our whole lives would be assimilated to a pleasant and only too fleeting dream.

But wisely, and no doubt mercifully, we have not been empowered to devise our own careers, to choose for ourselves what we shall do or what we shall suffer, and it has been ordained for us that great deeds, and, in the main, useful lives, should only result from patient, systematic, courageous, and self-denying work, overcoming disappointment, discouragement, neglect, ingratitude, and even contumely; doing good work, and seeking no other award than that of an approving conscience and the purest of pleasures, that of pleasing and befriending others; in a word, of doing good for its own sake.

And thus it happens that, in common with other good work, that of saving lives from shipwrecks cannot be effected without self-denial, physical endurance of hardship, severe labour, and risk of life. For human skill has not yet devised, and in all probability never will devise, any description of Life-boat which is abso-

lutely safe from disaster, or any other means for saving lives from wrecked or stranded vessels without danger, under many circumstances, to those engaged in its performance.

All the more honour, therefore, to those brave men who, without any other award than the payment of a few shillings and the approval of their own consciences, in every winter's gale man the noble, though comparatively puny, craft of our life-saving fleet, and, with their lives in their hands, as it were, go forth to rescue their fellow-creatures, or perish in the attempt.

Noble, though painful, illustrations of duty thus bravely done, have recently occurred by the upsetting of three Life-boats, one at Wells, on the Norfolk coast, on which occasion no less than eleven, out of thirteen of its crew, perished; one at Great Yarmouth, when six were drowned, and one at Harwich, where one died from cold and exhaustion after being rescued.

The Wells disaster was by far the most fatal accident that had ever befallen a Life-boat belonging to the NATIONAL LIFE-BOAT INSTITUTION, the largest number of lives ever before lost, on any one occasion, having been six.

From time to time these sad accidents are recorded, yet, just as in battle, when the front ranks of our soldiers are thinned

by the enemy's fire, other brave men instantly spring forward to fill the gaps the shot and shell have made, so, undeterred, other brave boatmen spring to the front in the battle with the deadly storm and mighty sea, to incur the same risk in saving life that their fellows had done before them.

All the more, therefore, is the responsibility which rests on those who invite them to incur such risks, that they should provide them with the safest boats, and every other available means, to lessen the risk to which they are exposed.

Since there is more than one recognised class of Life-boat, as regards the relative safety and efficiency of which there is a difference of opinion, and as some adverse reflections have been made by writers in the local press and others, on the class of boats termed self-righting, to which the Wells and Harwich Life-boats pertained, we think it may be of service to dispassionately consider the question as to their relative merits, basing our argument, however, on the fact that no kind of Life-boat has ever yet been built which has not upset, and retaining the opinion that none ever will be invented which will not be liable to do so.

The recognised classes of Life-boats to which we have above referred are five in number, viz. :—

1. The old north-country Life-boat, called the "Greathead" Life-boat, after "Henry Greathead," who built the first boat of that class in about the year 1790. They are now nearly obsolete, but three or four boats of that kind are still in use on the Northumberland and Yorkshire coasts, and are preferred by the local boatmen to any others.

2. The Norfolk Life-boat, so termed from their use being confined to a portion of the Norfolk and Suffolk coasts, where they are also much appreciated. They have been in use in the neighbourhoods of Yarmouth and Lowestoft for, we believe, more than half a century, but we can find no record of their original designer.

3. The self-righting, or Northumberland Life-boat, so called from its being the only class of Life-boat which is constructed to right itself if completely upset. As is pretty generally known, the first of this class of boat was designed by Mr. James Beeching, ship and boatbuilder, of Great Yarmouth, in response to the offer of a prize of 100*l.*, in the year 1850, by Algernon, the then Duke of Northumberland, for the best model of a Life-boat.

4. The tubular Life-boat, formed of two long cylinders placed several feet apart, with an open or light deck between them, which boats were designed by the late Henry Richardson, Esq., of Bala Hirnant, North Wales.

5. Lamb and White's Life-boat, chiefly in use on shipboard, and in the Coast-guard service on the coast.

The characteristics of these several boats are as follow :—

1. *The Greathead.*—These boats have great width in proportion to length, a shallow, short, and very curved keel, raking and curved stem and stern-posts, a water-tight deck, self-relief of all water shipped by seas breaking on board, great width of beam, and a curved longitudinal form corresponding to the curved surface of the water between following waves. They have neither rudders, nor masts and sails, and are therefore only suited for surf-boats, to rescue the crews of vessels stranded near the shore. These boats have often done noble service, but several have been upset from time to time, on which occasion, as they then lie keel up, many lives have been almost invariably lost.

2. *The Norfolk Life-boat.*—These boats are essentially different from the preceding. They number nineteen in all, of which eleven are large powerful sailing boats, from 42 to 46 feet long, and 11 to 13 feet wide. They sit very deep in the water, carrying from 5½ to 7 tons of loose water as ballast, in addition to heavy iron keels. They can only be propelled by sails, being too large and heavy to row. They are very stiff, and sail well, owing

to their comparatively deep immersion. They have a very large buoyant belt round their sides from stem to stern, projecting not less than from 16 to 20 inches, and nearly as deep through the greater part of its length. These belts were formerly made of solid cork, but are now made of wood, hollow and covered with cork, and an outer skin of painted canvas, to make them water-tight; their interior being divided into numerous compartments. They undoubtedly add greatly to the stiffness or stability of these boats, by supporting their lee, or lower side, on the least inclination of the boat, their lower sides being close to the water's surface when the boat has her water ballast and crew in. They likewise add to their safety by enabling them to sail before a heavy sea without running their bows under water. Nevertheless, four of the larger and one of the smaller class have upset, with a loss of 48 lives, which loss was, however, no doubt much increased in consequence of some of their crews being unprovided with life-belts. The eight boats of smaller size are worked by oars; they are not, however, brought so frequently into use as the larger boats.

3. *The Self-righting Life-boat.*—These are the well-known Life-boats chiefly used by the NATIONAL LIFE-BOAT INSTITUTION, which possesses 249 of them, and they have likewise been adopted in France and some other countries. They are very buoyant, relieve themselves of all water shipped, and have the special quality of self-righting if upset, unless prevented from doing so by some such special circumstances as those which delayed the righting of the Wells Life-boat, which was occasioned by her anchor falling out, with the cable attached to it, and by the foremast coming in contact with the ground. Forty-three of these boats have been upset from time to time during the last twenty-eight years, and in the majority of cases their crews have regained them, without much difficulty and without any loss of life. In all, however, 54 persons have perished through their upsetting. Of

these 249 boats, the majority are of comparatively small size, requiring to be manageable under oars as well as sails, and it should be known and remembered that not one of them, of the two largest sizes, has ever upset, the largest which has been so being only 35 feet long by 9 feet wide.

In comparing these boats with those of the Norfolk plan, which has been done to the disparagement of the former since the Wells boat was upset, three circumstances should be borne in mind: 1st. That there are 249 of the one in use, and only nineteen of the other; 2nd. That the great majority of the former are small boats; 3rd. That whilst four of the largest-sized of the Norfolk class of boats have upset, or, strictly speaking, that three of them have, and one of them a second time, none of the self-righting ones, of even the second size, have done so. Indeed, we feel convinced that if the 249 self-righting boats had all been of the Norfolk or any other class, a very much greater number of lives would have been lost from them, and very many less lives saved by them, since the knowledge that their boats possessed the self-righting property has undoubtedly, in numberless cases, led their crews to incur greater risks in them than they would have done had they not possessed it.

4. *Tubular Life-boats.*—Of these there are only three in use, two of which belong to the NATIONAL LIFE-BOAT INSTITUTION, the other to the Liverpool Dock Trustees. They are very safe boats, having very great stability, and being especially adapted for towing, since they can be towed at high speed with greater safety than any other kind of boat; hence they are especially suited for such a port as Liverpool, whence Life-boats have always to be towed out of the river to the aid of vessels stranded on the outlying banks which surround its entrance. Nevertheless one of these boats, that belonging to the Dock Trustees, has been upset, with loss of life.

5. *Lamb and White's Life-boat.*—These

are good sea-boats, and row and sail well ; but as they do not self-eject any water shipped, and have but little stowage room for rescued persons, they have not come into use as coast Life-boats, but are found useful in the Coastguard service, when the sea is too rough for their ordinary open boats to be safely used, and they are extensively adopted by yachts and some of the ocean lines of steamers.

We have endeavoured in the foregoing remarks to give a fair description of all the recognised kinds of Life-boats actually in use. Each has its special good properties, but we regard the property of self-righting so important a one, especially in cases of accident at long distances from the land, as to fully justify the Institution in selecting boats of that class for general use in preference to any other.

We desire, in conclusion, to impress on our readers the following points to be borne in mind :—

1. That no perfectly safe Life-boat, under every circumstance of sea and wind, exists, or is likely to be invented.

2. That the work of the Life-boat men must, consequently, always be one of more or less danger.

3. That they are therefore entitled to all the honour and credit due to courageous men doing a brave and trying work.

4. That the Life-boat adopted by the NATIONAL LIFE-BOAT INSTITUTION is, on the whole, in our opinion, the best for general use that could have been selected.

5. That in all probability much greater loss of life would have ensued had any other been adopted.

6. That it does not follow that the safest Life-boats will always be most exempt from disaster, since the safer the boat, and the greater the confidence the crew have in her, the greater risk will they, as brave and daring men, be ready to incur.

Finally, we ask the Public not to take alarm because three sad accidents to our Life-boats have quickly followed each other. That the brave men who work them have not done so is nobly testified by the fact that *within three days* of the Harwich Life-boat upsetting, her brave crew again proceeded to the Sunk Sand, fifteen miles away, and rescued seven poor Dutchmen from the rigging of their ship, where they had been for three whole nights and days.

### WRECK OF THE *INDIAN CHIEF*.

#### NOBLE SERVICES OF THE "BRADFORD" LIFE-BOAT.

THE accompanying graphic accounts of the wreck of the *Indian Chief*, and of the noble rescue of a portion of her crew by the *Bradford* self-righting Life-boat, stationed at Ramsgate, appeared in the *Daily Telegraph* on the 11th and 18th Jan., as related by the Mate of the Vessel and the Coxswain of the Life-boat. The Life-boats of the NATIONAL LIFE-BOAT INSTITUTION stationed at Aldborough (Suffolk), Clacton and Harwich (Essex), also proceeded to the scene of danger, but unfortunately were unable to reach the wreck. Happily the *Bradford* Life-boat persevered, amidst difficulties, hardships, and dangers hardly ever surpassed in the Life-boat service ; but her reward was indeed great in saving eleven of our fellow-creatures, who must have succumbed, as their mates had a few

hours previously, to their terrible exposure in bitterly cold weather for nearly thirty hours.

Indeed, Captain BRAINE, the zealous Ramsgate harbour-master, states in an official letter of the 8th January, in reference to this noble service, that—

"Of all the meritorious services performed by the Ramsgate Tug and Life-boat, I consider this one of the best. The decision the coxswain and crew arrived at to remain till daylight, which was in effect to continue for fourteen hours cruising about with the sea continually breaking over them in a heavy gale and tremendous sea, proves, I consider, their gallantry and determination to do their duty.

"The coxswain and crew of the Life-boat speak in the highest terms of her good qualities ; they state that when sailing across the 'Long Sand,' after leaving the wreck, the seas were tremendous, and the boat behaved most admirably. Some of the shipwrecked crew have since stated

that they were fearful, on seeing the frightful-looking seas they were passing through, that they were in more danger in the Life-boat than when lashed to the mast of their sunken ship, as they thought it impossible for any boat to live through such a sea."

The following are the newspaper accounts of a Life-boat service that will always be memorable in the annals of the services of the Life-boats of the NATIONAL LIFE-BOAT INSTITUTION; and many and many such services reflect honour alike on the humanity of the age in which we live, and on the organisation and liberality which have prompted and called them into existence.

"On the afternoon of Thursday, the 6th Jan., I made one of a great crowd assembled on the Ramsgate east pier to witness the arrival of the survivors of the crew of a large ship which had gone ashore on the Long Sand early on the preceding Wednesday morning. A heavy gale had been blowing for two days from the north and east; it had moderated somewhat at noon, but still stormed fiercely over the surging waters, though a brilliant blue sky arched overhead and a sun shone that made the sea a dazzling surface of broken silver all away in the south and west. Plunging bows under as she came along, the steamer towed the Life-boat through a haze of spray; but amid this veil of foam, the flags of the two vessels denoting that shipwrecked men were in the boat streamed like well-understood words from the mastsheads. The people crowded thickly about the landing-steps when the Life-boat entered the harbour. Whispers flew from mouth to mouth. Some said the rescued men were Frenchmen, others that they were Danes, but all were agreed that there was a dead body among them. One by one the survivors came along the pier, the most dismal procession it was ever my lot to behold—eleven live but scarcely living men, most of them clad in oilskins, and walking with bowed backs, drooping heads and nerveless arms. There was blood on the faces of some, circled with a white encrustation of salt, and this same salt filled the hollows of their eyes and streaked their hair with lines which looked like snow. The first man, who was the chief mate, walked leaning heavily on the arm of the kindly-hearted harbour-master, Captain Braine. The second man, whose collar-bone was broken, moved as one might suppose a galvanised corpse would. A third man's wan face wore a forced smile, which only seemed to light up the piteous, underlying expression of the features. They were all saturated with brine; they were soaked with sea water to the very marrow of the bones. Shivering, and with a stupefied rolling of the eyes, their teeth clenched, their chilled fingers pressed into the palms of their hands, they passed out of sight. As the last man came I held my breath; he was alive when taken from the wreck, but had died in the boat. Four men bore him on their shoulders, and a flag flung over the face mercifully concealed what was most shocking of the dreadful sight; but they had removed his boots and socks to chafe his feet before he died, and had slipped a pair of mittens over the toes, which left the ankles naked. This was the body of Howard Primrose Fraser, the second mate of the lost ship, and her drowned captain's brother. I had often met men newly-rescued from shipwreck, but never remember

having beheld more mental anguish and physical suffering than was expressed in the countenances and movements of these eleven sailors. Their story as told to me is a striking and memorable illustration of endurance and hardihood on the one hand, and of the finest heroic humanity on the other, in every sense worthy to be known to the British public. I got the whole narrative direct from the chief mate, Mr. William Meldrum Lloyd, and it shall be related here as nearly as possible in his own words.

#### No. 1.—THE MATE'S ACCOUNT.

"Our ship was the *Indian Chief*, of 1,238 tons register; our skipper's name was Fraser, and we were bound, with a general cargo, to Yokohama. There were twenty-nine souls on board, counting the North-country pilot. We were four days out from Middlesborough, but it had been thick weather ever since the afternoon of the Sunday on which we sailed. All had gone well with us, however, so far, and on Wednesday morning, at half-past two, we made the Knock Light. You must know, sir, that hereabouts the water is just a network of shoals; for to the southward lies the Knock, and close over against it stretches the Long Sand, and beyond, down to the westward, is the Sunk Sand. Shortly after the Knock Light had hove in sight, the wind shifted to the eastward and brought a squall of rain. We were under all plain sail at the time, with the exception of the royals, which were furled, and the mainsail that hung in the buntlines. The Long Sand was to leeward, and finding that we were drifting that way the order was given to put the ship about. It was very dark, the wind breezing up sharper and sharper, and cold as death. The helm was put down, but the main braces fouled, and before they could be cleared the vessel had missed stays and was in irons. We then went to work to wear the ship, but there was much confusion, the vessel heeling over, and all of us knew that the Sands were close aboard. The ship paid off, but at a critical moment the spanker-boom sheet fouled the wheel; still, we managed to get the vessel round, but scarcely were the braces belayed and the ship on the starboard tack, when she struck the ground broadside on. She was a soft-wood built ship, and she trembled, sir, as though she would go to pieces at once like a pack of cards. Sheets and halliards were let go, but no man durst venture aloft. Every moment threatened to bring the spars crushing about us, and the thundering and beating of the canvas made the masts buckle and jump like fishing-rods. We then kindled a great flare and sent up rockets, and our signals were answered by the Sunk Lightship and the Knock. We could see one another's faces in the light of the big blaze, and sung out cheerily to keep our hearts up; and, indeed, sir, although we all knew that our ship was hard and fast and likely to leave her bones on that sand, we none of us reckoned upon dying. The sky had cleared, the easterly wind made the stars sharp and bright, and it was comforting to watch the lightships' rockets rushing up and bursting into smoke and sparks over our heads, for they made us see that our position was known, and they were as good as an assurance that help would come along soon and that we need not lose heart. But all this while the wind was gradually sweeping up into a gale—and oh, the cold, good Lord! the bitter cold of that wind!

"It seemed as long as a month before the morning broke, and just before the grey grew broad in the sky, one of the men yelled out something, and then came sprawling and splashing aft

to tell us that he had caught sight of the sail of a Life-boat\* dodging among the heavy seas. We rushed to the side to look, half-blinded by the flying spray and the wind, and clutching at whatever offered to our hands, and when at last we caught sight of the Life-boat we cheered, and the leaping of my heart made me feel sick and death-like. As the dawn brightened we could see more plainly, and it was frightful to notice how the men looked at her, meeting the stinging spray borne upon the wind without a wink of the eye, that they might not lose sight of the boat for an instant; the salt whitening their faces all the while like a layer of flour as they watched. She was a good distance away, and she stood on and off, on and off, never coming closer, and evidently shirking the huge seas which were now boiling around us. At last she hauled her sheet aft, put her helm over, and went away. One of our crew groaned, but no other man uttered a sound, and we returned to the shelter of the deckhouses.

"Though the gale was not at its height when the sun rose, it was not far from it. We plucked up spirits again when the sun shot out of the raging sea, but as we lay broadside on to the waves, the sheets of flying water soon made the sloping decks a dangerous place for a man to stand on, and the crew and officers kept the shelter of the deck-cabins, though the captain and his brother and I were constantly going out to see if any help was coming. But now the flood was making, and this was a fresh and fearful danger, as we all knew, for at sunrise the water had been too low to knock the ship out of her sandy bed, but as the tide rose it lifted the vessel, bumping and straining her frightfully. The pilot advised the skipper to let go the starboard anchor, hoping that the set of the tide would slue the ship's stern round, and make her lie head on to the seas; so the anchor was dropped, but it did not alter the position of the ship. To know, sir, what the cracking and straining of that vessel was like, as bit by bit she slowly went to pieces, you must have been aboard of her. When she broke her back a sort of panic seized many of us, and the captain roared out to the men to get the boats over, and see if any use could be made of them. Three boats were launched, but the second boat, with two hands in her, went adrift, and was instantly engulfed, and the poor fellows in her vanished just as you might blow out a light. The other boats filled as soon as they touched the water. There was no help for us in that way, and again we withdrew to the cabins. A little before five o'clock in the afternoon a huge sea swept over the vessel, clearing the decks fore and aft, and leaving little but the uprights of the deck-houses standing. It was a dreadful sea, but we knew worse was behind it, and that we must climb the rigging if we wanted to prolong our lives. The hold was already full of water, and portions of the deck had been blown out, so that everywhere great yawning gulfs met the eye, with the black water washing almost flush. Some of the men made for the fore-rigging, but the captain shouted to all hands to take to the mizenmast, as that one, in his opinion, was the securest. A number of the men who were scrambling forward returned on

hearing the captain sing out, but the rest held on and gained the foretop. Seventeen of us got over the mizenmast, and with our knives fell to hacking away at such running gear as we could come at to serve as lashings. None of us touched the mainmast, for we all knew, now the ship had broken her back, that that spar was doomed, and the reason why the captain had called to the men to come aft was because he was afraid that when the mainmast went it would drag the foremast, that rocked in its step with every move, with it. I was next the captain in the mizenmast, and near him was his brother, a stout-built, handsome young fellow, twenty-two years old, as fine a specimen of the English sailor as ever I was shipmate with. He was calling about him cheerfully, bidding us not be down-hearted, and telling us to look sharply around for the Life-boats. He helped several of the benumbed men to lash themselves, saying encouraging things to them as he made them fast. As the sun sank the wind grew more freezing, and I saw the strength of some of the men lashed over me leaving them fast. The captain shook hands with me and, on the chance of my being saved, gave me some messages to take home, too sacred to be written down, sir. He likewise handed me his watch and chain, and I put them in my pocket. The canvas streamed in ribbons from the yards, and the noise was like a continuous roll of thunder overhead. It was dreadful to look down and watch the decks ripping up, and notice how every sea that rolled over the wreck left less of her than it found.

"The moon went quickly away—it was a young moon with little power—but the white water and the starlight kept the night from being black, and the frame of the vessel stood out like a sketch done in ink every time the dark seas ran clear of her and left her visible upon the foam. There was no talking, no calling to one another, the men hung in the topmast rigging like corpses, and I noticed the second mate to windward of his brother in the top, sheltering him, as best he could, poor fellow, with his body from the wind that went through our skins like showers of arrows. On a sudden I took it into my head to fancy that the mizenmast wasn't so secure as the foremast. It came into my mind like a fright, and I called to the captain that I meant to make for the foretop. I don't know whether he heard me or whether he made any answer. Maybe it was a sort of craze of mine for the moment, but I was wild with eagerness to leave that mast as soon as ever I began to fear for it. I cast my lashings adrift and gave a look at the deck, and saw that I must not go that way if I did not want to be drowned. So I climbed into the crosstrees, and swung myself on to the stay, so reaching the maintop, and then I scrambled on to the main topmast crosstrees, and went hand over hand down the topmast stay into the foretop. Had I reflected before I left the mizenmast, I should not have believed that I had the strength to work my way for'rards like that; my hands felt as if they were skinned and my finger-joints appeared to have no use in them. There were nine or ten men in the foretop, all lashed and huddled together. The mast rocked sharply, and the throbbing of it to the blowing of the great tatters of canvas was a horrible sensation. From time to time they sent up rockets from the Sunk lightship—once every hour, I think—but we had long since ceased to notice those signals. There was not a man but thought his time was come, and, though death seemed terrible when I looked down upon the boiling waters below, yet the anguish of the cold almost killed the craving for life. It was now about three o'clock on Thursday morning; the air was full of the strange, dim light of the foam and the

\* [This clearly is an error, for no Life-boat could possibly have been near the wreck at this early hour. The ship struck at half-past two o'clock on the morning of the 5th January, and at daybreak the rescue mentioned was attempted, clearly, by a smack, for no Life-boat heard of the wreck until eleven o'clock of the same day. Probably it was that smack which afterwards conveyed the news of the wreck to Harwich at 11 A.M. Another fishing smack proceeded at once to Ramsgate, and arrived there at noon, having received the information of the wreck from the Kentish Knock Light-ship.]

stars, and I could very plainly see the black swarm of men in the top and rigging of the mizenmast. I was looking that way, when a great sea fell upon the hull of the ship with a fearful crash; a moment after, the mainmast went. It fell quickly, and, as it fell, it bore down the mizenmast. There was a horrible noise of splintering wood and some piercing cries, and then another great sea swept over the after-deck, and we who were in the fore-top looked and saw the stumps of the two masts sticking up from the bottom of the hold, the mizenmast slanting over the bulwarks into the water, and the men lashed to it drowning. There never was a more shocking sight, and the wonder is that some of us who saw it did not go raving mad. The foremast still stood, complete to the royal mast and all the yards across, but every instant I expected to find myself hurling through the air. By this time the ship was completely gutted, the upper part of her a mere frame of ribs, and the gale still blew furiously; indeed, I gave up hope when the mizenmast fell and I saw my shipmates drowning on it.

"It was half an hour after this that a man, who was jammed close against me, pointed out into the darkness and cried in a wild hoarse voice, 'Isn't that a steamer's light?' I looked, but what with grief and suffering and cold, I was nearly blinded, and could see nothing. But presently another man called out that he could see a light, and this was echoed by yet another; so I told them to keep their eyes upon it and watch if it moved. They said by and by that it was stationary; and though we could not guess that it meant anything good for us, yet this light heaving in sight and our talking of it gave us some comfort. When the dawn broke we saw the smoke of a steamer, and agreed that it was her light we had seen; but I made nothing of that smoke, and was looking heart-brokenly at the mizenmast and the cluster of drowned men washing about it, when a loud cry made me turn my head, and then I saw a Life-boat under a reefed foresail heading direct for us. It was a sight, sir, to make one crazy with joy, and it put the strength of ten men into every one of us. A man named Gillmore—I think it was Gillmore—stood up and waved a long strip of canvas. But I believe they had seen there were living men aboard us before that signal was made. The boat had to cross the broken water to fetch us, and in my agony of mind I cried out, 'She'll never face it! She'll leave us when she sees that water!' for the sea was frightful all to windward of the sand and over it, a tremendous play of broken waters, raging one with another, and making the whole surface resemble a boiling cauldron. Yet they never swerved a hair's breadth. Oh, sir, she was a noble boat! We could see her crew—twelve of them—sitting on the thwarts, all looking our way, motionless as carved figures, and there was not a stir among them as, in an instant, the boat leapt from the crest of a towering sea right into the monstrous broken tumble. The peril of these men, who were risking their lives for ours, made us forget our own situation. Over and over again the boat was buried, but as regularly did she emerge with her crew fixedly looking our way, and their oilskins and the light-coloured side of the boat sparkling in the sunshine, while the coxswain, leaning forward from the helm, watched our ship with a face of iron. By this time we knew that this boat was here to save us, and that she *would* save us, and, with wildly beating hearts, we unlashed ourselves, and dropped over the top into the rigging. We were all sailors, you see, sir, and knew what the Life-boat men wanted, and what was to be done. Swift as thought we had bent a number of ropes' ends

together, and securing a piece of wood to this line, threw it overboard, and let it drift to the boat. It was seized, a hawser made fast, and we dragged the great rope on board. By means of this hawser the Life-boat men hauled their craft under our quarter, clear of the raffle. But there was no such rush made for her as might be thought. No! I owe it to my shipmates to say this. Two of them shinned out upon the mizenmast to the body of the second mate, that was lashed eight or nine feet away over the side, and got him into the boat before they entered it themselves. I heard the coxswain of the boat—Charles Fish by name, the fittest man in the world for that berth and this work—cry out, 'Take that poor fellow in there!' and he pointed to the body of the captain, who was lashed in the top with his arms over the mast, and his head erect and his eyes wide open. But one of our crew called out, 'He's been dead four hours, sir,' and then the rest of us scrambled into the boat, looking away from the dreadful group of drowned men that lay in a cluster round the prostrate mast. The second mate was still alive, but a maniac; it was heartbreaking to hear his broken, feeble cries for his brother, but he lay quiet after a bit, and died in half an hour, though we chafed his feet and poured rum into his mouth, and did what men in our miserable plight could for a fellow-sufferer. Nor were we out of danger yet, for the broken water was enough to turn a man's hair grey to look at. It was a fearful sea for us men to find ourselves in the midst of, after having looked at it from a great height, and I felt at the beginning almost as though I should have been safer on the wreck than in that boat. Never could I have believed that so small a vessel could meet such a sea and live. Yet she rose like a duck to the great roaring waves which followed her, draining every drop of water from her bottom as she was hove up, and falling with terrible suddenness into a hollow, only to bound like a living thing to the summit of the next gigantic crest.

"When I looked at the Life-boat's crew and thought of our situation a short while since, and our safety now, and how to rescue us these great-hearted men had imperilled their own lives, I was unmanned; I could not thank them, I could not trust myself to speak. They told us they had left Ramsgate harbour early on the preceding afternoon, and had fetched the Knock at dusk, and not seeing our wreck had lain to in that raging sea, suffering almost as severely as ourselves, all through the piercing tempestuous night. What do you think of such a service, sir? How can such devoted heroism be written of, so that every man who can read shall know how great and beautiful it is? Our own sufferings came to us as a part of our calling as seamen. But theirs was bravely courted and endured for the sake of their fellow-creatures. Believe me, sir, it was a splendid piece of service; nothing grander in its way was ever done before, even by Englishmen. I am a plain seaman, and can say no more about it all than this. But when I think of what must have come to us eleven men before another hour had passed, if the Life-boat crew had not run down to us, I feel like a little child, sir, and my heart grows too full for my eyes."

"Two days had elapsed (continues the Writer in the *Daily Telegraph*) since the rescue of the survivors of the crew of the *Indian Chief*, and I was gazing with much interest at the victorious Life-boat as she lay motionless upon the water of the harbour. It was a very calm day, the sea stretching from the pier-sides as smooth as a piece

of green silk, and growing vague in the wintry haze of the horizon, while the white cliffs were brilliant with the silver sunshine. It filled the mind with strange and moving thoughts to look at that sleeping Life-boat, with her image as sharp as a coloured photograph shining in the clear water under her, and then reflect upon the furious conflict she had been concerned in only two nights before, the freight of half-drowned men that had loaded her, the dead body on her thwart, the bitter cold of the howling gale, the deadly peril that had attended every heave of the huge black seas. Within a few hundred yards of her lay the tug, the sturdy steamer that had towed her to the Long Sand, that had held her astern all night, and brought her back safe on the following afternoon. The tug had suffered much from the frightful tossing she had received, and her injuries had not yet been dealt with; she had lost her sponsons, her starboard side-house was gone, the port side of her bridge had been started and the iron railing warped, her decks still seemed dank from the remorseless washing, her funnel was brown with rust, and the tough craft looked a hundred years old. Remembering what these vessels had gone through, how they had but two days since topped a long series of merciful and dangerous errands by as brilliant an act of heroism and humanity as any on record, it was difficult to behold them without a quickened pulse. I recalled the coming ashore of their crews, the Life-boatmen with their great cork-jackets around them, the steamer's men in streaming oilskins, the faces of many of them livid with the cold, their eyes dim with the bitter vigil they had kept and the furious blowing of the spray; and I remembered the bright smile that here and there lighted up the weary faces, as first one and then another caught sight of a wife or a sister in the crowd waiting to greet and accompany the brave hearts to the warmth of their humble homes. I felt that while these crews' sufferings and the courage and resolution they had shown remained unwritten, only half of a very stirring and manful story had been recorded. The narrative, as related to me by the coxswain of the Life-boat, is a necessary pendant to the tale told last week by the mate of the wrecked ship; and as he and his colleagues, both of the Life-boat and the steam-tug, want no better introduction than their own deeds to the sympathy and attention of the public, let Charles Edward Fish begin his yarn without further preface.

#### No. 2.—THE COXSWAIN'S ACCOUNT.

"News had been brought to Ramsgate, as you know, sir, that a large ship was ashore on the Long Sand, and Captain Braine, the harbour-master, immediately ordered the tug and Life-boat to proceed to her assistance. It was blowing a heavy gale of wind, though it came much harder some hours afterwards; and the moment we were clear of the piers we felt the sea. Our boat is considered a very fine one. I know there is no better on the coasts, and there are only two in Great Britain bigger. She was presented to the LIFE-BOAT INSTITUTION by Bradford, and is called after that town. But it is ridiculous to talk of bigness when it means only forty-two feet long, and when a sea is raging round you heavy enough to swamp a line-of-battle ship. I had my eye on the tug—named the *Vulcan*, sir—when she met the first of the seas, and she was thrown up like a ball, and you could see her starboard paddle revolving in the air high enough out for a coach to pass under; and when she struck the hollow she dished a sea over her bows that left only the

stern of her showing. We were towing head to wind, and the water was flying over the boat in clouds. Every man of us was soaked to the skin, in spite of our overalls, by the time we had brought the Ramsgate Sands abeam; but there were a good many miles to be gone over before we should fetch the Knock Lightship, and so you see, sir, it was much too early for us to take notice that things were not over and above comfortable. We got out the sail-cover—a piece of tarpaulin—to make a shelter of, and rigged it up against the mast, seizing it to the burtons; but it hadn't been up two minutes when a heavy sea bit and washed it right aft in rags; so there was nothing to do but to hold on to the thwarts and shake ourselves when the water came over. I never remember a colder wind. I don't say this because I happened to be out in it. Old Tom Cooper, one of the best boatmen in all England, sir, who made one of our crew, agreed with me that it was more like a flaying machine than a natural gale of wind. The feel of it in the face was like being gnawed by a dog. I only wonder it didn't freeze the tears it fetched out of our eyes. We were heading N.E., and the wind was blowing from N.E. The North Foreland had been a bit of shelter, like; but when we had gone clear of that, and the ocean lay ahead of us, the seas were furious—they seemed miles long, sir, like an Atlantic sea, and it was enough to make a man hold his breath to watch how the tug wallowed and tumbled into them. I sung out to Dick Goldsmith, 'Dick,' I says, 'she's slowed, do you see, she'll never be able to meet it, for she had slackened her engines down into a mere crawl, and I really did think they meant to give up. I could see Alf Page—the master of her, sir—on the bridge, coming and going like the moon when the clouds sweep over it, as the seas smothered him up one moment, and left him shining in the sun the next. But there was to be no giving up with the tug's crew any more than with the Life-boat's; she held on, and we followed.

"Somewhere abreast of the Elbow Buoy a smack that was running ported her helm to speak us. Her skipper had just time to yell out, 'A vessel on the Long Sand!' and we to wave our hands, when she was astern and out of sight in a haze of spray. Presently a collier named the *Fanny*, with her foretopgallant yard gone, passed us. She was cracking on to bring the news of the wreck to Ramsgate, and was making a heavy sputter under her topsails and foresail. They raised a cheer, for they knew our errand, and then, like the smack, in a minute she was astern and gone. By this time the cold and the wet and the fearful plunging were beginning to tell, and one of the men called for a nip of rum. The quantity we generally take is half a gallon, and it is always my rule to be sparing with that drink for the sake of the ship-wrecked men we may have to bring home, and who are pretty sure to be in greater need of the stuff than us. I never drink myself, sir, and that's one reason, I think, why I manage to meet the cold and wet middling well, and rather better than some men who look stronger than me. However, I told Charlie Verrion to measure the rum out and serve it round, and it would have made you laugh, I do believe, sir, to have seen the care the men took of the big bottle—Charlie cocking his finger into the cork-hole, and Davy Berry clapping his hand over the pewter measure whenever a sea came to prevent the salt water from spoiling the liquor. Bad as our plight was, the tug's crew were no better off; their wheel is forrard, and so you may suppose the fellow that steered had his share of the seas; the others stood by to relieve him; and, for the matter of water, she was just like a rock, the waves striking her bows and flying

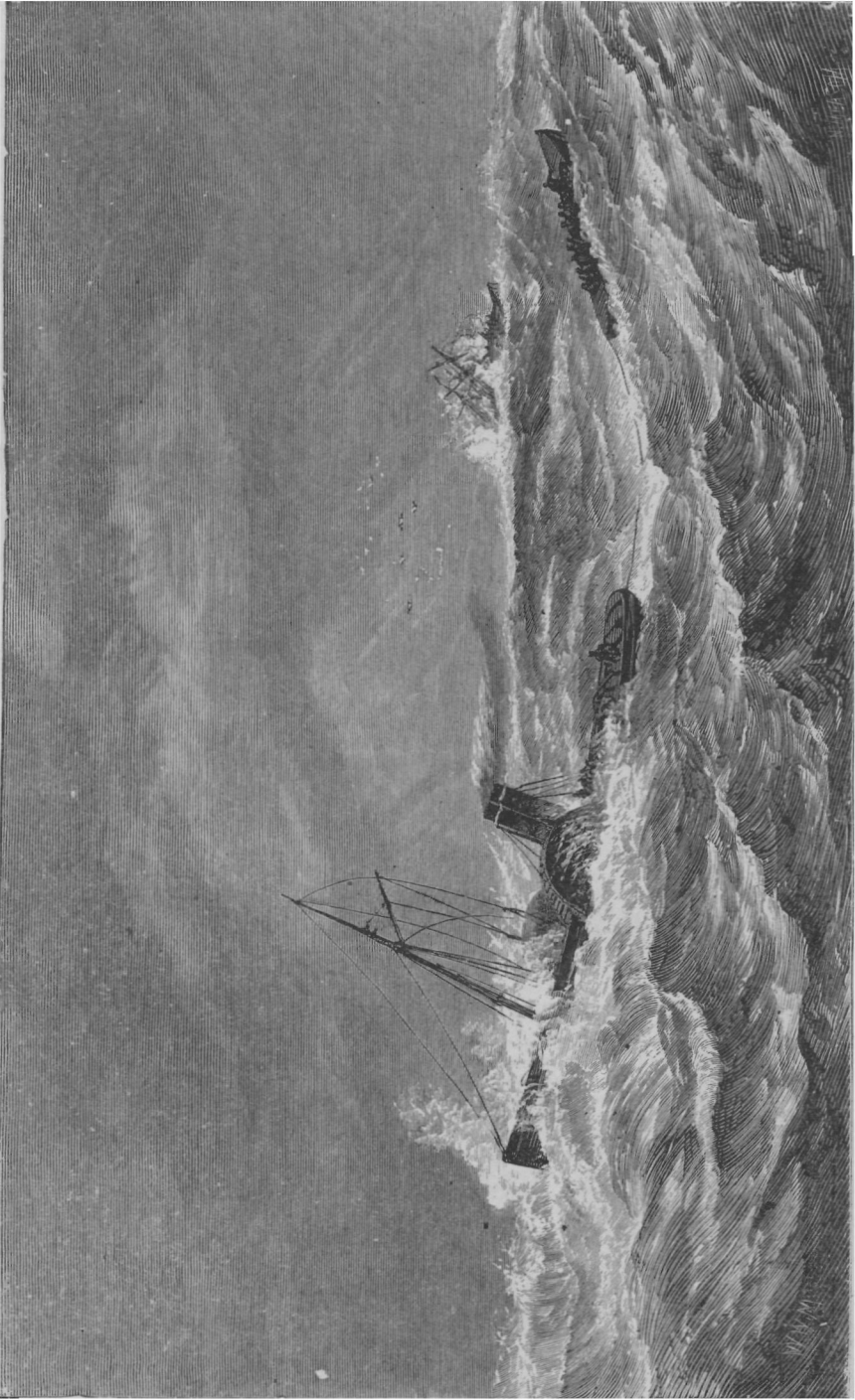


pretty nigh as high as the top of her funnel, and blowing the whole length of her aft with a fall like the tumble of half-a-dozen cartloads of bricks. I like to speak of what they went through, for the way they were knocked about was something fearful, to be sure.

"By half-past four o'clock in the afternoon it was drawing on dusk, and about that hour we sighted the revolving light of the Kentish Knock Lightship, and a little after five we were pretty close to her. She is a big red-hulled boat, with the words 'Kentish Knock' written in long white letters on her sides, and, dark as it was, we could see her flung up, and rushing down fit to roll her over and over; and the way she pitched and went out of sight, and then ran up on the black heights of water, gave me a better notion of the fearfulness of that sea than I had got by watching the tug or noticing our own lively dancing. The tug hailed her first, and two men looking over her side answered; but what they said didn't reach us in the Life-boat. Then the steamer towed us abreast, but the tide caught our warp and gave us a sheer that brought us much too close alongside of her. When the sea took her she seemed to hang right over us, and the sight of that great dark hull, looking as if, when it fell, it must come right atop of us, made us want to sheer off, I can tell you. I sung out, 'Have you seen the ship?' And one of the men bawled back, 'Yes.' 'How does she bear?' 'Nor'-west by north.' 'Have you seen anything go to her?' The answer I caught was, 'A boat.' Some of our men said the answer was, 'A Life-boat,' but most of us only heard, 'A boat.' The tug was now towing ahead, and we went past the lightship, but ten minutes after Tom Friend sings out, 'They're burning a light aboard her!' and looking astern I saw they had fired a red signal light that was blazing over the bulwark in a long shower of sparks. The tug put her helm down to return, and we were brought broadside to the sea. Then we felt the power of those waves, sir. It looked a wonder that we were not rolled over and drowned, every man of us. We held on with our teeth clenched, and twice the boat was filled, and the water up to our throats. 'Look out for it, men!' was always the cry. But every upward send emptied the noble little craft, like pulling out a plug in a washbasin, and in a few minutes we were again alongside the light-vessel. This time there were six or seven men looking over the side. 'What do you want?' we shouted. 'Did you see the Sunk Lightship's rocket?' they all yelled out together. 'Yes. Did you say you saw a boat?' 'No,' they answered, showing we had mistaken their first reply. On which I shouted to the tug, 'Pull us round to the Long Sand Head Buoy!' and then we were under weigh again, meeting the tremendous seas. There was only a little bit of moon, westering fast, and what there was of it showed but now and again, as the heavy clouds opened and let the light of it down. Indeed, it was very dark, though there was some kind of glimmer in the foam which enabled us to mark the tug ahead. 'Bitter cold work, Charlie,' says old Tom Cooper to me: 'but,' says he, 'it's colder for the poor wretches aboard the wreck, if they're alive to feel it.' The thought of them made our own sufferings small, and we kept looking and looking into the darkness around, but there was nothing to be spied, only now and again, and long whiles apart the flash of a rocket in the sky from the Sunk Lightship. Meanwhile, from time to time, we burnt a hand-signal—a light, sir, that's fired something after the manner of a gun. You fit it into a wooden tube, and give a sort of hammer at the end a smart blow, and the flame rushes out, and a bright light it makes, sir. Ours were green

lights, and whenever I set one flaring I couldn't help taking notice of the appearance of the men. It was a queer sight, I assure you, to see them all as green as leaves, with their cork jackets swelling out their bodies so as scarcely to seem like human beings, and the black water as high as our mast-head, or howling a long way below us, on either side. They burned hand-signals on the tug, too, but nothing came of them. There was no sign of the wreck, and staring over the edge of the boat, with the spray and the darkness, was like trying to see through the bottom of a well. So we began to talk the matter over, and Tom Cooper says, 'We had better stop here and wait for daylight.' 'I'm for stopping,' says Steve Goldsmith; and Bob Penny says, 'We're here to fetch the wreck, and fetch it we will, if we wait a week.' 'Right,' says I; and all hands being agreed—without any fuss, sir, though I dare say most of our hearts were at home, and our wishes alongside our hearths, and the warm fires in them—we all of us put our hands to our mouths and made one great cry of 'Vulcan ahoy!' The tug dropped astern. 'What do you want?' sings out the skipper, when he gets within speaking distance. 'There's nothing to be seen of the vessel, and so we had better lie-to for the night,' I answered. 'Very good,' he says, and then the steamer, without another word from her crew, and the water tumbling over her bows like cliffs, resumed her station ahead, her paddles revolving just fast enough to keep her from dropping astern. As coxswain of the Life-boat, sir, I take no credit for resolving to lie-to all night. But I am bound to say a word for the two crews, who made up their minds without a murmur, without a second's hesitation, to face the bitter cold and fierce seas of that long winter darkness, that they might be on the spot to help their fellow-creatures when the dawn broke and showed them where they were. I know there are scores of sailors round our coasts who would have done likewise. Only read, sir, what was done in the north, Newcastle way, during the gales last October. But surely, sir, no matter who may be the men who do what they think their duty, whether they belong to the North or the South, they deserve the encouragement of praise. A man likes to feel, when he has done his best, that his fellow-men think well of his work. If I had not been one of that crew I should wish to say more; but no false pride shall make me say less, sir, and I thank God for the resolution He put into us, and for the strength He gave us to keep that resolution.

"All that we had to do now was to make ourselves as comfortable as we could. Our tow-rope veered us out a long way, too far astern of the tug for her to help us as a breakwater, and the manner in which we were flung towards the sky with half our keel out of water and then dropped into a hollow—like falling from the top of a house, sir—while the heads of the seas blew into and tumbled over us all the time, made us all reckon that, so far from getting any rest, most of our time would be spent in preventing ourselves from being washed overboard. We turned to and got the foresail aft, and made a kind of roof of it. This was no easy job, for the wind was so furious that wrestling even with that bit of a sail was like fighting with a steam-engine. When it was up ten of us snuggled ourselves away under it, and two men stood on the after-grating thwart keeping a look-out, with the life-lines around them. As you know, sir, we carry a binnacle, and the lamp in it was alight and gave out just enough haze for us to see each other in. We all lay in a lump together for warmth, and a fine show we made, I dare say; for a cork jacket, even when a man stands upright,



**WRECK OF THE INDIAN CHIEF, AND SERVICES OF THE RAMSGATE LIFEBOAT.**



isn't calculated to improve his figure, and as we all of us had cork jackets on and oil-skins, and many of us sea boots, you may guess what a raffle of legs and arms we showed, and what a rum heap of odds and ends we looked, as we sprawled in the bottom of the boat upon one another. Sometimes it would be Johnny Goldsmith—for we had three Goldsmiths—Steve and Dick and Johnny—growing underneath that somebody was lying on his leg; and then maybe Harry Meader would bawl out that there was a man sitting on his head; and once Tom Friend swore his arm was broke; but my opinion is, sir, that it weas too cold to feel inconveniences of this kind, and I believe that some among us would not have known if their arms and legs really had been broke, until they tried to use 'em, for the cold seemed to take away all feeling out of the blood. As the seas flew over the boat the water filled the sail that was stretched overhead and bellied it down upon us, and that gave us less room, so that some had to lie flat on their faces; but when this belying got too bad we'd all get up and make one heave with our backs under the sail, and chuck the water out of it in that way. 'Charlie Fish,' says Tom Cooper to me, in a grave voice, 'what would some of them young gen'lmen as comes to Ramsgate in the summer, and says they'd like to go out in the Life-boat, think of this?' This made me laugh, and then young Tom Cooper votes for another nipper of rum all round; and as it was drawing on for one o'clock in the morning, and some of the men were groaning with cold, and pressing themselves against the thwart with the pain of it, I made no objection, and the liquor went round. I always take a cake of Fry's chocolate with me when I go out in the Life-boat, as I find it very supporting, and I had a mind to have a mouthful now; but when I opened the locker I found it full of water, my chocolate nothing but paste and the biscuit a mass of pulp. This was rather hard, as there was nothing else to eat, and there was no getting near the tug in that sea unless we wanted to be smashed into staves. However, we hadn't come out to enjoy ourselves; nothing was said, and so we lay in a heap, hugging one another for warmth, until the morning broke.

"The first man to look to leeward was old Tom's son—young Tom Cooper—and in a moment he bawled out, 'There she is!' pointing like a madman. The morning had only just broke, and the light was grey and dim, and down in the west it still seemed to be night; the air was full of spray, and scarcely were we a-top of a sea than we were rushing like an arrow into the hollow again, so that young Tom must have had eyes like a hawk to have seen her. Yet the moment he sung out and pointed, all hands cried out, 'There she is!' But what was it, sir? Only a mast about three miles off—just one single mast sticking up out of the white water, as thin and faint as a spider's line. Yet that was the ship we had been waiting all night to see. There she was, and my heart thumped in my ears the moment my eye fell on that mast. But *Lord*, sir, the fearful sea that was raging between her and us! for where we were was deepish water, and the waves regular; but all about the wreck was the Sand, and the water on it was running in fury all sorts of ways, rushing up in tall columns of foam as high as a ship's mainyard, and thundering so loudly that, though we were to windward, we could hear it above the gale and the boiling of the seas around us. It might have shook even a man who wanted to die to look at it, if he didn't know what the 'Bradford' can go through. I ran my eye over the men's faces. 'Let slip the tow-ropes,' bawled Dick Goldsmith. 'Up foresail,' I shouted, and two minutes after we had sighted that mast

we were dead before the wind, our storm foresail taut as a drum-skin, our boat's stem heading full for the broken seas and the lonely stranded vessel in the midst of them. It was well that there was something in front of us to keep our eyes that way, and that none of us thought of looking astern, or the sight of the high and frightful seas which raged after us might have played old Harry with weak nerves. Some of them came with such force that they leapt right over the boat, and the air was dark with water flying a dozen yards high over us in broad solid sheets, which fell with a roar like the explosion of a gun ten and a dozen fathoms ahead. But we took no notice of these seas even when we were in the thick of the broken waters, and all the hands holding on to the thwarts for dear life. Every thought was upon the mast that was growing bigger and clearer, and sometimes when a sea hove us high we could just see the hull, with the water as white as milk flying over it. The mast was what they call 'bright,' that is, scraped and varnished, and we knew that if there was anything living aboard that doomed ship we should find it on that mast; and we strained our eyes with all our might, but could see nothing that looked like a man. But on a sudden I caught sight of a length of canvas streaming out of the top, and all of us seeing it we raised a shout, and a few minutes after we saw the men. They were all dressed in yellow oilskins, and the mast being of that colour was the reason why we did not see them sooner. They looked a whole mob of people, and one of us roared out, 'All hands are there, men!' and I answered, 'Aye, the whole ship's company, and we'll have them all!' for though, as we afterwards knew, there were only eleven of them, yet, as I have said, they looked a great number huddled together in that top, and I made sure the whole ship's company were there. By this time we were pretty close to the ship, and a fearful wreck she looked, with her mainmast and mizenmast gone, and her bulwarks washed away, and great lumps of timber and planking ripping out of her and going overboard with every pour of the seas. We let go our anchor fifteen fathoms to windward of her, and as we did so we saw the poor fellows un-lashing themselves and dropping one by one over the top into the lee rigging. As we veered out cable and drove down under her stern, I shouted to the men on the wreck to bend a piece of wood on to a line and throw it overboard for us to lay hold of. They did this, but they had to get aft first, and I feared for the poor half-perished creatures again and again as I saw them scrambling along the lee rail, stopping and holding on as the mountainous seas swept over the hull, and then creeping a bit further aft in the pause. There was a horrible muddle of spars and torn canvas and rigging under her lee, but we could not guess what a fearful sight was there until our hawser having been made fast to the wreck, we had hauled the Life-boat close under her quarter. There looked to be a whole score of dead bodies knocking about among the spars. It stunned me for a moment, for I had thought all hands were in the foretop, and never dreamt of so many lives having been lost. Seventeen were drowned, and there they were, most of them, and the body of the captain lashed to the head of the mizenmast, so as to look as if he were leaning over it, his head stiff upright and his eyes watching us, and the stir of the seas made him appear to be struggling to get to us. I thought he was alive, and cried to the men to hand him in, but someone said he was killed when the mizenmast fell, and had been dead four or five

hours. This was a dreadful shock; I never remember the like of it. I can't hardly get those fixed eyes out of my sight, sir, and I lie awake for hours of a night, and so does Tom Cooper, and others of us, seeing those bodies torn by the spars and bleeding, floating in the water alongside the miserable ship.

"Well, sir, the rest of this lamentable story has been told by the mate of the vessel, and I don't know that I could add anything to it. We saved the eleven men, and I have since heard that all of them are doing well. If I may speak, as coxswain

of the Life-boat, I would like to say that all hands concerned in this rescue, them in the tug as well as the crew of the boat, did what might be expected of English sailors—for such they are, whether you call some of them boatmen or not; and I know in my heart, and say it without fear, that from the hour of leaving Ramsgate Harbour to the moment when we sighted the wreck's mast, there was only one thought in all of us, and that was that the Almighty would give us the strength and direct us how to save the lives of the poor fellows to whose assistance we had been sent."

### THE JORDAN GLYCERINE BAROMETER.

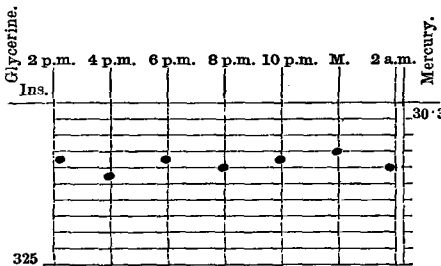
ON the 25th of October last *The Times* published for the first time a remarkable alteration in its usual daily chart of the barometer, and considering the importance of the subject, we append its introductory remarks, and also an exact copy of the illustration of the barometer chart as it appeared on the above-named day.

"We commence publishing to-day the indications of this barometer, reduced to mean sea level, and corrected for temperature. Our first edition will contain the heights of the column of glycerine at intervals of two hours, from 2 P.M. to 2 A.M., according to the actual scale readings of the instrument; and in our second edition will be similarly given the indications from midnight to noon. Our readers will thus have vividly brought before them the fluctuations of pressure constantly taking place in the great atmospheric ocean at the bottom of which we live. Insignificant as these fluctuations may seem to the uninformed, it is impossible to over-estimate their real importance. A fall or rise of one-tenth of an inch in the mercurial column attracts little attention, and is apt to be thought of no consequence; but when the same causes are shown to make a difference of more than an inch in the height of the glycerine column, no intelligent person can fail to be impressed by their meaning. We still know very little about the vibrations of atmospheric pressure, because to a great extent the minute scale of the mercurial barometer has placed great difficulties in the path of meteorological students. Admirable and convenient as that instrument is, the want of an atmospheric balance, constructed with a fluid of lower density, so as to give a wider direct range of movement in the column, has long been felt. In 1830, Professor Daniell made for the Royal Society a water barometer, but the effect of changing temperatures on the water vapour in the Torricellian vacuum masked the indications of varying pressure, and the attempt failed. Other experiments in the same direction gave similar unsatisfactory results, and it was not until Mr. Jordan, of the Museum of Practical Geology, in Jermyn Street, constructed his glycerine barometer that the problem, simple as it appears, could be considered solved. The boiling-point of glycerine is 440 F., and a very low temperature is required to solidify it. It has, therefore, a very low tension of vapour at ordinary atmospheric temperatures, and these only produce changes in the length of the glycerine column by expansion or contraction of the liquid itself. The specific

gravity of pure glycerine is 1.26, or less than one-tenth that of mercury; so that the mean height of the glycerine column is 27 ft. at sea level. A variation, therefore, of one-tenth of an inch in the height of the mercurial column is shown on the glycerine, as already stated, by a variation of more than an inch, and with this vastly increased range and visibility and sensitiveness, the only serious drawback found by Mr. Jordan was the tendency of glycerine to absorb moisture from the atmosphere. He ingeniously overcame that defect by covering the surface of the liquid in the barometer cistern with a shallow layer of heavy petroleum oil, thus neutralizing its absorbing tendency, while the atmospheric pressure remained intact. The tube forming the body of the instrument is an ordinary composition metal gas-pipe, three-eighths of an inch internal diameter, and furnished at the top with a gun-metal socket, into which is cemented a glass tube 4 ft. long, and having an inside diameter of one inch. The upper end of this glass tube is formed in the shape of an open cup, fitted at its neck with an indiarubber stopper. In this tube the fluctuations of the top of the column are observed, and the height read off on brass scales placed on either side of the tube, and fitted with indices and verniers, moved by milled heads. The scale on the right-hand side is divided into inches and tenths of absolute measure, numbered from the level of the liquid in the cistern, while that on the left shows equivalent values reduced to a column of mercury, and divided into tenths and hundredths, each hundredth being equal to about 1-10th of an actual inch. The main tube, 27 ft. long, is connected at the base with a copper cistern, tinned inside, 5 in. deep and 10 in. in diameter. This cistern is fitted with a screwed cover, through a small hole in the cup of which the air has access, while cotton wool is used for filtering out dust. The glycerine, coloured red by aniline, and heated to a temperature of 100 F. to render it limpid, is poured into the cistern. By means of an air-pump connected to the top of the glass tube, the air in the tube is exhausted, and the liquid is raised therein by atmospheric pressure to a height of 322.571 inches, equivalent to 30 inches of mercury. The plug of the cistern is then screwed in its place to support the column, the pump connections removed, and the air admitted at the top. A sufficient quantity of glycerine to fill the tube being poured in from above, the indiarubber stopper is inserted. The screw plug of the cistern being removed for a few seconds to allow the column to fall an inch or two and then replaced, the instrument is now allowed to rest until all traces of air in the liquid have ascended into the Torricellian vacuum. Then the indiarubber in the top cup is again withdrawn,

and the tube finally filled up with glycerine, when, the screw plug in the cistern being withdrawn, the column gradually falls until balanced by the pressure of the atmosphere. A small quantity of glycerine left in the cup above the indiarubber stopper, with a plate-glass cover on the top to keep out the dust, hermetically seals the vacuum and completes the arrangement. One of these barometers has been constructed at the Kew Observatory, the Royal Society Committee devoting a small grant from the Government fund at its disposal for the purpose. Another has been placed in the Museum of Practical Geology in Jermyn Street. There is a third in operation at South Kensington, and the fourth is now in operation at this office. It seems unquestionable that an instrument of this kind is admirably suited for practical use at meteorological stations, at sea-ports, in collieries, and in all other situations where it is of importance for the unpractised eye to notice frequently and easily the changes taking place in atmospheric pressure."

The subjoined Diagram gives the indications at intervals of two hours from 2 P.M. to 2 A.M. of the Jordan Glycerine Barometer in use at this Office, the readings being corrected for temperature and reduced to mean sea level.



The National Life-boat Institution has one hundred and twenty barometers on the coast, whose indications during unsettled weather are carefully and anxiously watched by our seafaring population and others. All these instruments are of a standard class, and accordingly are implicitly relied on. In fact, they forecast weather with no uncertain sound, and thus these one hundred and twenty barometers have no doubt contributed to the saving of a large number of lives, and of much property, by distinctly and opportunely warning our seamen and fishermen of the coming storm, which, if unheeded, might often have proved destructive, both to their lives and property.

#### FORECASTING WEATHER.

While making a few observations on this important subject, we seize the opportunity of republishing recent remarks of Mr. Scott, the able and scientific chief of the London Weather Office.

He says:—"The system of forecasting is carried on with a good measure of success. The United Kingdom is divided into eleven districts, and a forecast is drawn for each of these twice a day.

"The results of the first year's forecasting, ending with April, 1880, as estimated by the Meteorological Office, have yielded above 25 per cent. of unqualified successes. In addition, one half of the entire number of predictions were so nearly correct as to justify their being classed as successful, while 25 per cent. of the whole appear as misses, 5 per cent. being utterly astray. The proportion, over the different districts of the United Kingdom, was pretty nearly uniform, the extreme variations being, on the one hand, a total success of 83 per cent. in the South of England, and, on the other, of 68 per cent. in the West of Scotland. Such a difference is but natural, for as London is in the south-east corner of the kingdom, it is most distant from the extreme north and north-west stations, so that the task of predicting the weather for such localities is most difficult."

#### REWARDS OF THE ROYAL HUMANE SOCIETY.

It has been our custom from time to time to record the noble deeds of our Life-boat crews, who, acting on the promptings of an innate heroism, have, during winter storms, performed deeds of such desperate courage and patient endurance as to excite general admiration.

It is thus that the skill and daring of the British Life-boat men have become renowned and conspicuous, resulting in the saving of a large number of persons from shipwreck who would otherwise inevitably perish on our shores.

It would be wrong, however, to suppose that such deeds of gallantry in saving persons from drowning are limited exclusively to Life-boat men, for acts of bravery and skill are often performed on the high seas and in inland waters, which undoubtedly entitle the brave men who perform them to the greatest honour, credit, and esteem.

Very striking cases of this latter class are sometimes brought under public notice by the ROYAL HUMANE SOCIETY,

from whose recent records we select the following cases illustrative of our remarks:—

Not long ago two white men, Charles Gumbs and Adolphus Franklin, being at San Fernando Wharf, in the Gulf of Paria, a place infested by sharks, leapt into the water to save the life of Samuel Goldson, a negro.

It is, however, somewhat curious that only a short time previously a black man had performed a like feat, under precisely similar circumstances, in rescuing some white persons from drowning.

Again, William Morton Jones, a cripple, happened to be upon a wall which overlooks the Menai Straits at Carnarvon, when a namesake of his, a boy, standing near him, accidentally fell off the wall into the water, and was in danger of perishing. Thereupon Jones, being, in spite of his wooden leg, a man quick of perception and ready at action, cast away his crutches and jumped down twelve feet into the water. He soon managed to lay hold of the youngster, and paddled with him to the sheer side of the neighbouring quay, where he succeeded in supporting his burden for the space of a quarter of an hour, until a boat could be brought round to pick them both up.

Another case is that of Thomas Lewis, who is fifteen years of age, and is a midshipman in the Merchant Service. He, together with his sister, six young cousins, and a nurse, was capsized out of a small boat in deep water off Hythe, Kent. The youth was the only one of the party who could swim. He first of all rescued the younger children, with the exception of a little boy, whose peril was not so imminent, as he was clinging to the upturned bottom of the boat. Lewis then proceeded to save his sister and the nurse, who were by that time in an unconscious

state. Afterwards he swam towards the boat, which was drifting outwards with the tide, and brought the plucky little fellow upon it safe to land.

Having cited the above cases as illustrative of the rewards often granted by the ROYAL HUMANE SOCIETY, we feel constrained to make one or two remarks concerning its operations. From its last Annual Report, we observe with regret that its receipts arising from annual subscriptions and donations for the year 1879 were actually only 223%, exclusive of the interest on its funded capital.

It is thus clear that this valuable society must be very much restricted in its work, particularly within the Metropolitan district, where it is most essential and useful.

Founded more than a hundred years ago by Dr. Hawes, whose descendants still take an active part in its management, and, surrounded as it is by a population of close upon four millions, one would imagine that its claims would be acknowledged and liberally responded to, and we trust to be able, at no distant period, to report that such is actually the case.

#### LAST YEAR'S WRECKS.

The approximate value of vessels of all nationalities, with their cargoes, lost in all parts of the world during the year 1880, was no less than 68,327,000*l.*, including British property 47,495,000*l.* The grand total number of wrecks reported was 1,680, which compared with the total at the end of 1879 shows a decrease of eight. British-owned ships numbered 913, and those of all flags wrecked on the coasts of the British Isles were 480. The registered tonnage aggregated upwards of 900,000 tons, inclusive of 160 steam vessels, mostly owned in the United Kingdom. About 4,000 lives were lost, and about 200 vessels were lost through collision. During the week ending 31st December last 34 British and foreign wrecks, of which 14 were British, were reported, the estimated value being 3,100,000*l.*, including British, 1,800,000*l.*

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

#### XLIII.—POOLE.

The *Joseph and Mary*, 34 feet by 8½ feet, 10 oars.

THE port of Poole is situated on the N.E. shore of the picturesque bay of that name. When the tide is in, and the extensive mud flats covered, the scenery is striking and pretty, the estuary being studded with islands of different sizes and broken outlines, and surrounded by a shore of very diver-

sified character, in some places ending in bluff headlands and in others sloping gradually down to meet the water, both islands and shore being richly and profusely wooded.

The approaches to the harbour are to a certain extent intricate, as the channel runs for some distance between sand-banks which, although well buoyed, are not to be used by strangers without considerable risk. The channel is constantly moving to the westward, and there has been, at

times, an alarm that the depth of water in it was decreasing; but it seems incredible that this can occur so long as the vast volume of water rushing in and out every tide is not lessened by the reclamation of any of the enormous flats that lie so temptingly on its shores. The entrance to the bay lies between two low sandy points about half a mile apart, guarded at a short distance by Brownsea Island with its old castle, now a peaceful and picturesque marine residence, but which in the middle ages was a fortress of considerable importance to the peace and safety of the port and harbour. It appears then to have been kept well garrisoned, and during the civil wars, together with Poole, was held by the parliamentary forces.

The early history of the port is wrapt in obscurity, but there is no doubt the bay was visited by the Romans, as shown by the Roman road from the harbour that has been traced near Upton House, and the coins that have from time to time been dug up in the vicinity. An important discovery of these took place so lately as 1832, when a vase of fine pottery containing several hundreds, bearing dates from A.D. 253 to 274, was dug up about a quarter of a mile from the town. In the year 998 the Danes entered the harbour and stationed their fleet at the mouth of the Frome. In 1015 Canute made the bay the headquarters of his fleet until the following year, when he moved it to Greenwich.

The rise of Poole, in commercial and municipal importance, began in the 12th century, when it profited much in those respects through the troubles brought upon Wareham by the wars between Stephen and Queen Maud. In 1142 the latter place was taken by Stephen and the town burnt, being retaken again by the Earl of Gloucester in the same year: and four years afterwards it was again taken by the king after a bloody siege. Such a course of events would naturally drive away the more peaceable inhabitants, especially those engaged in trade, who all removed to Poole, where trade seems to have flourished.

In 1224 Poole is included in a list of the principal ports of England to which Henry III. sent orders to detain all French vessels that might arrive. In 1295, it furnished three ships and fifty-nine mariners for the war with France.

In 1340 it earned the unenviable notoriety of being one of the first places at which the plague broke out that so fearfully devastated England as well as the rest of Europe.

Richard III. favoured Poole considerably, commencing and taking a considerable share in the erection of the town wall, besides promising to do great things for the town, the hopes of which the loss of the battle of Bosworth dashed to the ground; but, after a short period of decline, it continued steadily to rise in importance as a commercial port, until its prosperity culminated in its connection with the North American colonies, which lasted until their separation, after the War of Independence, and with the fisheries of Newfoundland, then carried on from this country. In this Fortune again behaved to the ancient borough with her proverbial fickleness, the march of events almost entirely changing the channels of this trade.

It still, however, has a very considerable commerce both in general merchandise and plaster clay, of which very large quantities are shipped from here for the Staffordshire and other potteries.

It is easy to conceive that many a distressing wreck, accompanied by loss of life, has occurred off this port in the days when the cry of the seaman in distress awoke little sympathy in the country, especially if we bear in mind that since the ROYAL NATIONAL LIFE-BOAT INSTITUTION first established a station here in 1864, its boats have rescued 63 lives.

The station is situated on the north point of the entrance to the harbour, where a good and appropriate Boat-house was built, and the Life-boat, the gift of a lady, placed there in 1865.

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

WHITBY.—On the 1st October, at 4 P.M., the Life-boat *Harriott Forteach* was launched and put four of the crew of a Cornish fishing-boat, the *Matchless*, on board their vessel, which was riding at anchor near Whitby Rock, and was in great danger in consequence of a very strong wind and heavy sea having suddenly sprung up. The Life-boat also brought ashore a man from a coble which was unable to make the harbour or to land on the beach.

On the 28th October, about noon, a vessel was observed to be fast drifting on Whitby Rocks. She, however, succeeded in clearing the rocks, and was driven with tremendous force on the beach. The wind was then blowing a hurricane from the E.N.E., and the sea

was extremely high. The Life-boat *Robert Whitworth* put off to her assistance, and with great difficulty and danger succeeded in rescuing her crew, consisting of four men. She proved to be the schooner *Reaper*, of Douglas, bound from Ostend to Sunderland, in ballast.

At 1.30 P.M. a large fishing yawl, the *Good Intent*, of Staithes, was observed running for Whitby Sands, and as it was evident that she was in great distress, the Life-boat again put off through a fearful sea, and, with great danger and difficulty, saved the crew, consisting of eight men.

At 4.30 P.M. the schooner *John Snell*, of Great Yarmouth, bound thence to Newcastle with a cargo of wheat, was also seen to be making for the beach. It was

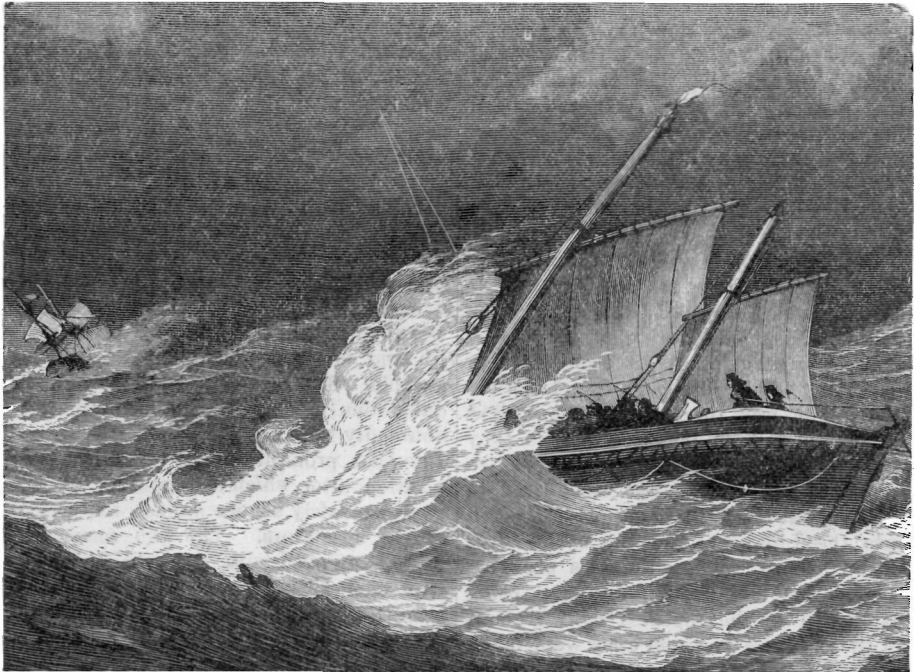


feared that she would not succeed in reaching the shore, as the tremendous seas continually swept over her, completely hiding her from view at times. She fortunately, however, kept her steerage-way, and eventually struck the beach. The same Life-boat, after being pulled for some distance through the seething mass of broken water, ultimately reached the vessel, and succeeded in landing her crew, consisting of five men.

At 3.15 P.M. the schooner *Elizabeth Austin*, of Rye, bound thence to Sunder-

land, in ballast, was seen to be drifting rapidly towards the beach. The second Life-boat at Whitby, the *Harriott Forteach*, was immediately launched, and, upon the vessel stranding, her crew of five men were with difficulty taken into the Life-boat and brought safely ashore.

The Second Service Clasp of the Institution was awarded to HENRY FREEMAN, Coxswain of the Life-boats, in acknowledgment of his gallant services in the boats on these four occasions. He had already received the Silver Medal of the



Institution for previous good services in the Life-boats. The crews also received extra rewards for the above-mentioned excellent services.

**HARTLEPOOL.**—At about 9 A.M. on the 5th October the brig *Frannaes*, of Brevig, Norway, was observed to be making for Hartlepool, in tow of a steam-tug, during an easterly gale and in a heavy sea. She grounded on Middleton Beach and filled with water, and signals of distress were shown from her, whereupon the *John Clay Barlow* Life-boat proceeded to her assistance, and took off the crew of seven men and the pilot. The vessel afterwards

broke up. She was bound from Brevig to West Hartlepool with a cargo of pit props and mining timber.

On the 27th October, at about 7 P.M., the brig *Naiad*, of Whitby, bound from London to Hartlepool, in ballast, was endeavouring to enter Hartlepool Harbour, but owing to the easterly gale blowing at the time, and a very heavy sea, she stranded on Middleton Beach. The Life-boat *John Clay Barlow* put off and remained by her for about two hours, when steam-tugs succeeded in getting her off and towed her safely into harbour.

The brigantine *Folkestone*, of Folkestone, was seen to be making for Hartlepool at

about 8 P.M. on the 28th October during a hurricane from the E.N.E. As she showed signals of distress, the *Charles Ingleby* Life-boat put off to her assistance, and finding that all her sails had been blown away, and that she was unmanageable, her crew of seven men were taken on board the Life-boat and were safely landed. The vessel, which was bound from Folkestone to Sunderland, in ballast, afterwards drifted ashore near Middleton.

ABERYSTWYTH.—The Life-boat *Lady Haberfield* put off at about 8 A.M. on the 7th October to the aid of the Danish brig *Julia*, which was showing a signal of distress in the bay during a strong E.N.E. wind. On reaching her it was found that she had lost her course, and one of the Life-boatmen was therefore put on board to pilot her. She was on a voyage from the Baltic to Aberdovey with timber, and carried a crew of seven men.

CULLERCOATS.—On the morning of the 9th October a heavy sea rose up, and as several cobles had gone out early, some fishing and some piloting, it was feared that some accident might occur to them in coming in over the bar. The Life-boat *Palmerston* was therefore launched, and accompanied each of the boats, as they arrived, safely over the bar. In two instances the danger was considered to be so great that the crews were taken into the Life-boat, and the cobles were towed ashore. These services occupied some hours, and the Life-boatmen being exhausted by the repeated rowing about in the heavy sea, a fresh crew were taken in the boat, when she again went out and took the crew of another coble on board, and towed the boat safely ashore. Fourteen boats in all were thus assisted by the Life-boat, and eleven men of their crews were taken on board her.

DONNA NOOK, LINCOLNSHIRE.—On the 6th October the trawler *Dr. Kenealy*, of Hull, when about 150 miles from the Humber, found the Russian schooner *Eva*, of Abo, dismasted, and abandoned by her crew. She took her in tow, and two of the trawler's crew were put on board. When abreast of Spurn Lighthouse on the 10th October the tow-rope became detached, and the schooner ultimately became a total wreck near Tetney Haven.

Signals of distress were exhibited by the two fishermen on board, and the Life-boat *Richard*, stationed at Donna Nook, went to their assistance, and rescued them. The weather at the time was very stormy, a strong gale of wind blowing from the N.E., accompanied by a rough sea.

PALLING, NORFOLK.—On the 11th October the *Parsee* Life-boat was launched to the aid of the barque *Saga*, of Carlshamn, Sweden, which had stranded on the Hasborough Sand during a strong N.E. wind and heavy sea. She had previously grounded on the Leman and Ower Sands, but had floated off in a very damaged condition, and had then been abandoned by her crew. The Life-boat remained alongside the vessel until she again floated with the aid of steam-tugs, when she was taken to Harwich.

LOOE, CORNWALL.—On the morning of the 22nd October, during rough weather, the Looe Life-boat was launched and proceeded through a heavy ground sea to a small fishing-boat named the *Ada*, of Devonport, which had lost her foresail, jib, and mizen, and had become unmanageable. She was fast drifting on to a dangerous reef of rocks, and would undoubtedly have been wrecked had not the Life-boat promptly moored her in a safe position, after which she took her crew of two men safely ashore amidst the cheers of the spectators. The two men were quite benumbed with the cold, and they expressed their deep gratitude for the help they had received, stating that they had given up all hope of being saved.

RAMSEY, ISLE OF MAN.—The brigantine *Victoire*, of Irvine, bound thence to Dublin with a cargo of coal, showed signals of distress when about two miles east of Ramsey Harbour on the 26th October. The wind was blowing from the E.N.E. at the time, and the sea was very heavy. The Life-boat *Two Sisters* was with much difficulty launched, and succeeded in bringing the vessel, which had a crew of five men on board, safely into harbour.

On the following day the same Life-boat went, in a heavy sea, to the assistance of the brig *William Hill*, of Dundalk, which had shown signals of distress while lying in the bay about two miles from the shore. It was found that the vessel's

cable had given way, and that she was rolling heavily. With the aid of the Life-boat this vessel was also brought safely into harbour. She was on a voyage from Dundalk to Ardrossan, in ballast, and carried a crew of five men. (*Vide* also service rendered to the crew of this vessel by the Ayr Life-boat, page 230.)

On the 14th November, at about 5.30 P.M., an easterly gale suddenly sprang up, accompanied by a heavy sea. The schooner *Ada*, of Beaumaris, bound from Plymouth to Runcorn, with china clay, had taken refuge in the bay, as she was leaking badly, and her crew had been for forty-eight hours at the pumps. As the gale increased she slipped her cable and ran for the harbour, but missed it and went ashore. The *Two Sisters* Life-boat proceeded to her assistance, and safely landed her crew of four men, who were in a very exhausted condition.

FERRYSIDE, CARMARTHEN BAY.—At about 1.30 A.M., on the 28th October, it was reported that a vessel was ashore on the Langhorne Sands, about eight miles west of Ferryside. The wind was blowing a gale from the S.W., with heavy squalls, and the sea was heavy. The Life-boat *City of Manchester* was launched, and after a severe pull against the wind and sea, she succeeded in reaching the vessel, which proved to be the schooner *Magdalen Esther*, of New Quay, bound from New Ross to Cardiff with pitwood. She had carried away both her anchors, and had stranded on the sands. She had lost her bulwarks and foremast, and the sea was breaking completely over her. Her crew of four men were taken into the Life-boat and brought safely to land.

PLYMOUTH.—Rockets were sent up from Batten Coastguard Station during a very heavy gale from S.W. to W.S.W. at 6 A.M. on the 28th October. The Life-boat *Clemency* went out to render assistance to any vessel in distress, and found four vessels ashore. The crews of three of them had been taken off by the rocket apparatus, but the fourth, the schooner *Fortuna*, of Grimsby, was found sunk about a mile and a half from Batten, with her crew, consisting of three men, lashed in the rigging. The Life-boat succeeded in taking the men off the wreck, and brought them safely ashore. The schooner was

bound from Wales to London with a cargo of paving-stones.

PORTHDINLLAEN.—The schooner *City of Bangor*, of Bangor, was seen riding heavily at her anchors in Porthdinllaen Bay during a heavy N.E. gale, at about 9 A.M. on the 28th October. In reply to her signals of distress the *George Moore* Life-boat put off to her, and found that she had just parted one of her chains, and as there was a likelihood of her parting the other, the crew, four in number, wished to be brought ashore. With considerable difficulty they were taken into the Life-boat and landed at Porthdinllaen.

At 11 P.M. on the 14th November signals of distress were shown by the schooner *Queen of the Isles*, of Carnarvon. The wind was blowing a whole gale from the N.N.E., and a heavy sea was running. The *George Moore* Life-boat proceeded to her, and brought ashore her crew of three men.

At about 1 P.M. on the 16th November the gale again sprang up, accompanied by a very heavy sea, and the schooner's crew, who had meanwhile gone back to her, were afraid that she would part her chains. They therefore made signals of distress, in response to which the Life-boat went out and again brought them ashore.

SCARBOROUGH.—During a severe storm on the 28th October, at about 9.30 A.M., the brig *Mary*, of South Shields, in trying to make the harbour, was driven by the wind and heavy sea on the shore. The Life-boat *Lady Leigh* was launched, and, after a severe struggle, reached the vessel, and saved her crew of six men and a boy. A minute or two after the crew had been taken off, the vessel's mainmast broke close by the deck, and fell overboard with a crash, taking with it the foretop-mast. The crew, and also the Life-boat, had a very narrow escape.

At 11 A.M., the Life-boat again went out, and rescued the crew of five men from the schooner *Black-Eyed Susan*, of Bideford, which had also gone ashore, and subsequently broke up. The Life-boat had to be pulled with great difficulty along the front of the Spa, being amongst heavy breakers the whole of the time.

At about 3 P.M., the brig *Jeune Adolphe*, of Nantes, went ashore on the South

Sands, and the Life-boat immediately went to her assistance, and saved her crew, consisting of eight men.

At about 8.30 p.m., the Life-boat was launched for the fourth time this day, and rescued the crew, consisting of four men and the master's wife, from the sloop *J. Prizeman*, of Plymouth, which had also stranded. This service was even more difficult and dangerous than the previous ones, as it was now dark, and the gale had, if possible, increased in its fury.

On the following morning the gale had somewhat moderated, after a terrible night; but the sea was still very rough. At about noon the Dutch galliot *Herbruder* went ashore, and the Life-boat was again promptly manned, and brought safely ashore the crew of three men.

The Silver Medal of the Institution was awarded to JOHN OWSTON, coxswain of the Life-boat, in acknowledgment of his gallant services in the Boat on these and previous occasions, and extra rewards were granted to the crew of the Life-boat.

SCILLY.—During the night of the 27th October the wind blew a very heavy gale from the W.S.W., and early on the morning of the 28th signals of distress were observed from the direction of Trescoe. The *Henry Dundas* Life-boat went out, and found the brig *Messenger*, of Salcombe, lying on a reef. The rocket apparatus had just established communication, but the hawser had fouled. Five of the crew were taken off by the Life-boat, the captain and two men remaining by the vessel. The Life-boat stayed by her until daylight, and then returned to the shore. The vessel afterwards floated; she was bound from Cardiff to Portsmouth, with steam coal.

PIEL.—A schooner was observed at daylight, on the 28th October, in a dangerous position midway between Piel and Fleetwood; she had a signal of distress flying, and was apparently drifting helplessly in the heavy gale which was then blowing from the E.N.E. The *William Birkett* Life-boat proceeded to her, and found that although she had three anchors down, she was dragging them fast, and was drifting to leeward. At the master's request, the Life-boat remained alongside the vessel until a steam-tug arrived, and towed her and the Life-boat safely into

Piel. She was the schooner *Jane Hughes*, of Carnarvon, from Morecambe to Duddon.

WEST HARTLEPOOL.—The Life-boat *Rochdale* proceeded to the assistance of the schooner *Royal Albert*, of Maldon, which was in imminent danger during a hurricane from the E.N.E. on the 28th October. The vessel's crew of five men were taken into the Life-boat, and the schooner afterwards beat up alongside the pier and became a total wreck.

REDCAR.—It was reported, on the morning of the 28th October, that a vessel was ashore about a mile south of Redcar pier. The Life-boat *Burton-on-Trent* was launched, and succeeded in rescuing the crew, consisting of seven men. She proved to be the brig *Emanuel Boucher*, of Whitby, bound to that port from Rotterdam in ballast. Her sails had been blown away, and she ultimately became a total wreck.

Early on the following day the brig *Hazard*, of Grimstead, bound to that port from Dover, in ballast, showed signals of distress in the offing. She appeared to be trying to work off the land, but could not do so, owing to the heavy wind and sea. When close in shore, and near the breakers, she was headed to the land and run ashore. The Life-boat went to her, rescued the crew, numbering nine men, and landed them at Marske.

NORTH SUNDERLAND.—On the afternoon of the 28th October the Life-boat *Joseph Anstice* put off in a very heavy sea, and rescued the crew, consisting of nine men, from the Swedish brig *Alice*, which was totally wrecked under Bamborough Castle.

WELLS, NORFOLK.—The brig *Sharon's Rose*, of Whitby, bound from Shields to Dieppe with coal, was seen to run on the beach at Holkham, during a strong breeze from N.N.E. and a very heavy sea, at about 1 p.m. on the 29th October. The *Eliza Adams* Life-boat proceeded to her aid, and succeeded in rescuing the crew, numbering seven men. The Boat was then taken in tow by the steam-tug *Promise*, of Wells, and the shipwrecked men were safely landed at Wells Quay.

CAISTER.—At about 3 a.m. on the 1st November, signals of distress were ob-

served, and the Life-boat *Covent Garden* put off. She proceeded in the direction of the signals, across the Scroby Sand, and found the fishing smack *Iron Duke*, of London, drifting with her cable paid out, but no anchor, close to the middle Cross Sand; she had also lost her main-mast. The Life-boat men boarded her, hove in her cable, and, with the aid of a steam-tug, took her, with her crew of six men, safely into harbour. The vessel had been in tow of another smack, but had got adrift during the night.

On the 6th November, at 7 P.M., the same Life-boat put off to the s.s. *Swan*, of Liverpool, which had gone on Hasborough Sand. With the aid of two steam-tugs, the vessel, which was leaking badly, was taken to Harwich.

At about 5 A.M. on the 16th November, in reply to signals of distress, the same Life-boat proceeded to the Middle Scroby Sand, and found the s.s. *Ringdove*, of Liverpool, ashore there in the midst of the breakers. With great difficulty and risk, the Life-boat succeeded in getting near the vessel, and communication having been effected, some of the shipwrecked men were hauled on board the Life-boat by means of lines, and as the stern of the Life-boat sheered to the ship, others of the crew came down the mizen rigging, and eventually sixteen men were got on board. Only one seaman remained; he was lowering himself down by a rope, when he was unfortunately crushed between the boat and the ship, and perished. Heavy seas were breaking over the boat and ship all the time. The vessel was on a voyage from Riga to Newport, Mon.

HOLYHEAD.—At 12.30 P.M. on the 16th November, the schooner *Jane Louisa*, of Londonderry, bound from Liverpool to Dublin with a cargo of coal, was seen in distress outside the breakwater, during a heavy N. gale and very high sea. The Life-boat *Thomas Fielden* went to her assistance in tow of a steam-tug, and with great difficulty put six men on board the vessel to assist, and eventually she was towed safely into the old harbour. She had a crew of five men.

RAMSGATE.—During a fresh gale from the E.N.E., with snow and hail, on the 20th November, signals were fired by the Goodwin Sands Lightships, and a barque

was seen ashore on the Sands. The *Bradford* Life-boat proceeded to her assistance, in tow of the harbour steam-tug *Vulcan*, and when nearing her the masts were seen to fall over. The Life-boat was then slipped from the tug, and made sail for the vessel. On arriving near, the boat's anchor was let go, and she sailed to leeward among the wreckage, but could not get alongside. The crew of the barque then watched their opportunity between the heavy seas, which were breaking completely over the vessel, and climbed along the broken masts to the Life-boat, and thus the whole of the men, eleven in number, were rescued. The barque was the *Freden*, of Krageroe, Norway, with a cargo of deals.

MONTROSE, N.B.—At about 10 A.M., on the 22nd November, a strong E.S.E. wind sprang up, and the sea became very heavy. About thirty of the Ferryden fishing boats had proceeded to sea earlier in the morning, and several of them ran back, some of them losing their lines. At about noon some of the boats were seen to be in considerable danger, and the Life-boat *Mincing Lane* went out and attended about twenty of them safely over the bar. The last one—the *Nautilus*—a large decked herring boat, went broadside on to the sea, in a lull, when approaching the bar, and would have been driven on to the rocks and lost, had not the Life-boat got a line from her and towed her clear of the rocks and safely over the bar. She had a crew of six men.

At about 3 A.M., on the 23rd November, the Life-boat *Mincing Lane* put off to the aid of a schooner which was reported to be showing signals southward of Montrose. With great difficulty and danger the Life-boat was forced over the bar, on which the sea was breaking very heavily, and went alongside the vessel. She proved to be the *Morton Castle*, of Montrose, bound to that port from Sunderland, with coal. She was waiting for a tug, but was in a very perilous position near the rocks, and in much danger of being driven on to them. The master, on account of the foggy haze, was not aware that he was so near them, and on being informed of his position, all sail was made, and a light breeze from the N.W. springing up, the vessel was enabled to stand off. Had it not been

for the Life-boat there is little doubt that the vessel would have gone on the rocks, and that her crew of five men would have been lost.

**WHITBURN.**—On the 22nd November the *Thomas Wilson* Life-boat brought ashore eight men from the steam-tug *Crusader*, of Sunderland, which had stranded on Whitburn Rocks during foggy weather. The eight men had gone on board to try to get her afloat, but towards high water a very strong sea rose, and they were compelled to make signals for the Life-boat.

**STAITHES, YORKSHIRE.**—On the evening of the 23rd November a steamer was reported to be ashore about a mile northward of Staithes. The Life-boat *Hannah Somerset* put off to her assistance, and found she was the s.s. *Madeline*, of West Hartlepool, bound from the Baltic to Grimsby. The Life-boat remained by the vessel during the night, at the request of the master, in readiness to land the crew if necessary; but fortunately her services were not further needed.

**NEWBIGGIN, NORTHUMBERLAND.**—The schooner *Braes of Moray*, of Peterhead, was observed ashore on the Out Carrs rocks, at about 6 A.M., on the 26th November. The Life-boat *William Hopkinson of Brighouse* was at once got out, several of the fishermen's wives assisting to launch her, and the boat then proceeded through a very heavy sea, to the vessel. The wind was blowing a strong gale from the S.E. On reaching her it was found that she was fast filling with water; the crew of five men were then taken into the Life-boat, and safely landed. Before the Boat regained the shore, nothing could be seen of the vessel, except a small portion of her topmast.

**SWANSEA.**—The coxswain of the Life-boat received a telegram from the harbour master at Port Talbot shortly before 5 P.M. on the 1st December, stating that a vessel was ashore on Port Talbot bar. The wind was blowing from the N., with a heavy ground swell. The Life-boat *Wolverhampton* at once put off and proceeded to the vessel, which proved to be the schooner *Pet*, of Falmouth, bound thence to Port Talbot, with copper ore.

Her crew of five men were clinging to the foretopmast rigging, and were in a most exhausted state. They were taken into the Life-boat, and landed safely at Port Talbot. The vessel became a total wreck.

**ST. ANDREWS, N.B.**—The *Ladies' Own* Life-boat put off on the morning of the 16th November to the assistance of the schooner *Roseneath*, of Hull, which was near the breakers on the sandbanks off St. Andrews during a strong E. gale and very heavy sea, accompanied by heavy showers of sleet. It was found that the master had lost his reckoning. His real position was explained to him, and as the wind had then veered round to the N. he made sail to the eastward and proceeded out of the bay.

On the 23rd November the same Life-boat again put off and rendered assistance to two fishing boats which were in danger while making for the harbour.

**PAKEFIELD.**—The Life-boat *Two Sisters, Mary and Hannah*, put off on the 22nd October to the assistance of the schooner *Effigo*, of Goole, which had stranded on the Newcome Sand during a strong E. breeze. The vessel had floated off, and was riding at anchor when the Life-boat arrived. Some of the Life-boatmen boarded her, and found that she was leaking, and that her rudder was unshipped. The Lowestoft tug, which was alongside, took her in tow, and with the assistance of the Life-boat in steering her, she was taken safely into harbour. She was bound from London to Goole, with wheat, and had seven persons on board.

**FLAMBOROUGH.**—The Life-boat *Grace and Lally of Broad Oak* went out at about 10.45 P.M., on the 23rd November, and rescued the crew, consisting of eight men, from the brig *Tartar*, of Salcombe, which was wrecked on the rocks off Flamborough during a S. by E. gale and very heavy sea. The vessel was on a voyage from Whitstable to Shields with a cargo of chalk.

**CARNSORE, CO. WEXFORD.**—On the night of the 26th November intelligence reached this Life-boat station that a ship was in distress about two miles and a half to the westward of Kilmore, which is twelve

miles from Carnsore. Without loss of time the coxswain procured horses, and the Life-boat started on its carriage by land, arriving at Kilmore about 7 o'clock on the following morning. The coxswain, however, thought it would not be desirable to launch the boat there, so he took her to Ballyhealy, where, after some delay, a volunteer crew was mustered and the boat launched. All efforts to make the wreck were, however, unsuccessful, principally on account of the very heavy seas and the wreckage floating about in the vicinity. Ultimately the boat returned to the shore, and remained there until the next morning, when her crew manned her and proceeded out. She was then happily the means of saving all on the stranded ship, consisting of the master, mate, fourteen seamen, a boy, and two women. The barque was the *John A. Harvie*, of Windsor, N.S., bound from New York to Dublin, with a cargo of Indian corn.

BLACKPOOL.—At about 9 A.M., on the 27th November, the *Robert William* Life-boat proceeded to the aid of the barque *Medora*, of Laurvig, which was observed to be drifting into a dangerous position. One of the Life-boatmen was put on board the vessel and piloted her to Fleetwood, to which port she was bound with a cargo of timber.

THURSO, N.B.—During a gale of wind from the W.S.W., with rain, on the 26th November, the schooners *Caroline* and *Phenician*, at anchor in Scrabster Roads, exhibited signals of distress, in response to which the Life-boat *Charley Lloyd* was launched, and brought ashore their crews, numbering eight men.

Again, on the 1st December, the Life-boat went out in response to signals of distress shown from the schooner *Catherine & Ellen*, which had been overtaken by a strong gale from the N.N.W., and which had brought up far out in the bay. The crew of six men were taken into the boat and safely landed at Scrabster.

Similar service was rendered on the 10th December by the Life-boat to the crews, numbering in all eighteen men, of the schooners *Caroline*, *Seaward*, *Phenician*, and *Reaper*. A very severe gale from the W.N.W. had suddenly sprung up, causing a tremendous sea in the bay,

and had the wind gone a little more to the northward the sea would have been driven into Scrabster Roads, and the four vessels would have been in imminent peril of being wrecked.

LYDD AND NEW ROMNEY, KENT.—On the morning of the 25th November, during a fresh gale from the W.S.W., and a heavy sea, the barque *Haab*, of Moss, Norway, bound from New York to Rotterdam, with a cargo of grain, grounded on the outer end of the Roar Bank off this part of the coast, and commenced to strike heavily on the sand. After a time she hoisted a signal of distress, in response to which the Lydd Life-boat *David Hulett*, and the New Romney Life-boat *Dr. Hatton*, promptly proceeded to her assistance. She was found to be in a leaky state when the Life-boatmen boarded her, but in the course of an hour or so she was got afloat and proceeded to Dover, which, with the help of steam-tugs, was reached in safety, the Life-boats keeping in company in case of accident, and some men of their crews helping at the pumps.

BALLYWALTER, Co. DOWN.—On the 9th December the wind suddenly became squally, increasing to a gale from the W. off the land. A large open boat, manned by two men and a boy, and having but one broken oar on board, was swept some distance out to sea, as she was unable to stand up to her sail. As the gale was increasing, and the boat was in great danger and showing signals of distress, the Life-boat *Admiral Henry Meynell* put off to her assistance, and brought her safely ashore.

EXMOUTH.—At noon on the 13th December a mounted messenger came from Budleigh Salterton and reported a fishing boat in great danger about three miles east of Exmouth. The *Victoria* Life-boat was speedily launched, and proceeded to the boat, which was found to be in danger of being driven on to the rocks, her crew being totally exhausted. The Life-boat took the boat in tow, and brought her and the four men on board safely to Exmouth.

HAUXLEY, NORTHUMBERLAND.—On the afternoon of the 18th December, the brig *Warkworth Castle*, of Amble, bound to that port from Gloucester in ballast, drove

ashore in a snowstorm on Bondicar Rocks, near this Life-boat station. Her signals of distress were observed, and the Coast-guard, by means of the rocket apparatus, sent a line on board; the Life-boat *Algernon and Eleanor* also proceeded to the wreck through a rough sea. She soon reached the spot, and saved the crew of nine men, who were landed about 8 o'clock in the evening. On this occasion the women helped to launch the Life-boat, as many of the men were engaged with the Rocket Brigade.

AYR, N.B.—At about 10 o'clock on the morning of Sunday, the 19th December, the brig *William Hill*, of Dundalk, was seen making for Ayr Harbour, during a S.W. gale. She was unmanageable, from loss of the greater part of her canvas and the weakness of her crew from long exposure. In approaching the harbour, she struck the North Pier with considerable force, and drifted on to the gravel bank on the N. side of the harbour, where she was totally wrecked. The *Glasgow Workman* Life-boat was launched, and, after two attempts, reached the wreck and rescued three of the crew. The vessel carried a crew of five men. One of them had been washed overboard, and another died before he was brought ashore.

ARDROSSAN.—On the 19th December, during a very heavy gale from the W.N.W., the Life-boat *Fair Maid of Perth* was launched, at 3.50 P.M., and rescued the crew, consisting of eight men, from the

Swedish brig *Clio*, which had stranded at the back of the Montgomerie Street Breakwater while making for Ardrossan Harbour. The brig was bound from Troon to Demerara with coal.

PALLING, NORFOLK.—On the 23rd December, at 5.30 A.M., the *British Workman* Life-boat proceeded to the Hasborough Sand, in reply to signals of distress, during a strong W.N.W. wind and heavy sea. On arriving there, she found the s.s. *Earl Percy*, of Newcastle, ashore, having on board fifty passengers, a crew of twenty-one, and a general cargo. The Life-boat remained by her and rendered assistance, and after a time she came off the sand, with loss of rudder. A steam-tug then arrived and took her in tow, some of the Life-boatmen going on board her, and the Life-boat steering; but they had not gone far when the Life-boat broke adrift, and had to return to her station. The steamer completed her voyage in safety.

WINTERTON.—At 1 o'clock on the morning of the 24th December a flare was observed about a mile north of Winterton. The crew of the Life-boat *Husband* assembled, and the Boat went out and found the schooner *Barbara*, of Carnarvon, stranded on the beach. She remained by her until 10 P.M., and then got her afloat and took her to Yarmouth. She was bound from Newcastle to London, with firebricks, tiles, and clay, and had a crew of four men.

### PER MARE, PER TERRAM.

THE above well-known motto of the British "Royal Marines" has been nobly illustrated by the deeds of that distinguished corps in every part of the globe, and wherever, on land or sea, its services have been required, its famous motto has been remembered, and its prowess has been maintained.

We have now, however, to record a valiant deed, equally illustrative of British pluck "by land or sea," although on a smaller scale, and performed by those

whose courage is, in the ordinary course of their careers, only called into action and only expected on the land.

All the more, however, is credit due to them, and all the more we welcome their alliance with that valiant band of heroes, our Life-boat men, whose victories over the winds and waves, to rescue their fellow-men, are like the stormy petrel of the sea, the almost certain accompaniment of every winter's storm.

To proceed, however, with our narra-



tive. On the night of the 27th October last, the schooner *Robert Brown*, coal-laden, and with a crew of four men, was overtaken by a gale from E.N.E., with a heavy sea, and, becoming unmanageable, was driven ashore near the Pigeonhouse Fort in Dublin Bay. Before striking the ground, one of the crew was washed overboard by a heavy sea and drowned, and immediately after her grounding another was swept away and lost, the two survivors securing themselves to the rigging. Without any means of making known their perilous condition, they were undiscovered until after daylight on the morning of the 28th, when they were first seen by a Coastguardman from the shore.

Unfortunately, the Coastguardmen who form the usual crew of the NATIONAL LIFE-BOAT INSTITUTION in the neighbourhood were absent on board H.M.S. *Belleisle*, the Coastguard ship at Kingstown, undergoing their periodical drill. Hence there was a necessity for extemporizing a crew of the most competent men who could be obtained, or to allow the two poor fellows to perish within a short distance of the shore.

In the effort to do so, considerable time was lost, and a sufficient number of seafaring men, or practical boatmen, could not be found. Fortunately, however, though "blue-jackets" were scarce, "red-jackets" were at hand, and quickly a number of soldiers from the Fort, led by Lieutenant J. A. W. O'Neil Torrens, of the Second Dragoons (Royal Scots Greys), and Dr. H. L. Cox, of the Army Medical Department, together with a few boatmen, dragged the Life-boat from its house to the shore, where, with great difficulty and some risk of life, it was launched, Lieutenant Torrens taking the helm and command, and three private soldiers, viz., Wm. Smith, bombardier Royal Artillery; P. Howard, private 57th Regiment, and F. Reilly, private Army Service Corps, together with five fishermen and three seamen, forming the crew.

Before leaving the shore the Boat was badly stove, the spot where it was necessary to launch being thickly strewed with boulder-stones, and abounding with stumps of broken piles projecting through

the beach. In fact, the mere getting it afloat and clear of the shore was a most dangerous work, not only to those in it, but to the large number of soldiers and others who, under the guidance of Dr. Cox and Mr. B. W. Jackson, chief engineer of the Government hired steamer *Stanley*, strenuously worked, often up to their waists in water. The Boat, at one moment floated high by the sea, was the next dashed again on the stones, and only saved from destruction by its great strength and peculiar build, whilst those who stuck manfully to it ran serious risk of losing their lives by being drowned or crushed beneath it.

But, through indomitable pluck and energy all round, the Boat was got at last afloat, and, after half an hour's severe struggle with the waves, reached the sunken craft and rescued the two survivors of her crew, who, half dead from exposure and cold, were safely landed and carried by the soldiers to their barracks, where they received every possible attention, and were so far recovered on the following day as to be able to proceed on their way.

The Managing Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, considering this gallant service doubly creditable to men wholly inexperienced in Life-boat work, or the management of boats in heavy seas, yet who, be the danger what it might, hesitated not a moment to encounter it in the absence of the Boat's practised crew, voted the Society's Gold Medal to Lieutenant Torrens, and its Silver Medal to the three soldiers who accompanied him, and to Dr. Cox; also its thanks, on vellum, to Mr. Jackson, and thanks and pecuniary payments to the non-commissioned officers and private soldiers who launched the Boat.

These well-earned honours have been presented through His Royal Highness the Commander-in-Chief of the British Army, who, like the Commander-in-Chief of the Forces in Ireland, has taken great interest in this case; and we have no doubt the medals presented to Lieutenant Torrens and the three brother soldiers of his crew, will be as much prized by them as if they had been won on the battle-field.

**SUMMARY OF THE MEETINGS OF THE COMMITTEE.**

THURSDAY, 7th October, 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. CHERWYND, R.N., London—Alderney, Hayling Island, and Kingsgate.

No. 2. District. Commander C. LAPRIMAUDAYE, R.N., Bristol—Cardigan, Newquay, Watchet, Looe, Fowey, Mevagissey, Portloe, Falmouth, Cadgwith, Lizard, Mullion, Porthoustock, and St. Ives.

No. 3. District. Lieut. H. T. G. TIPPING, R.N., Dublin—Dungarvan, Duncannon, Giles' Quay, Tramore, and Ardmore.

No. 4. District. Lieut. H. A. MONTEITH, R.N., Edinburgh—Broughty Ferry, Anstruther, Fraserburgh, Stromness, Longhope, Thurso, Hunna, Ackergill, Moray Firth, and Lossiemouth.

No. 5. District. Commander ST. VINCENT NEPEAN, R.N., Hull—Hunstanton, Brancaster, Wells, Blakeney, Sheringham, Mundesley, Cromer, Bacton, Hasborough, Palling (two Boats), Winterton (two Boats), Caister (two Boats), Gorleston, Lowestoft (two Boats), Pakefield (two Boats), Skegness, Chapel, Donna Nook, Theddlethorpe, and Sutton.

Reported the receipt of a contribution of 900*l.* from a gentleman, a native of Lancashire, to defray the cost of a Life-boat Establishment for the coast of that county, the Boat to be named the *Child of Hale*.

Decided that the donor be thanked for his magnificent gift, and that it be appropriated to the Fleetwood new Life-boat establishment.

Reported also that a lady had presented 600*l.* to the Institution for the purpose of placing a Life-boat on the north-east coast, to be named the *William and Charles*, in memory of two deceased brothers.

Decided that the donor be thanked, and that the new Life-boat about to be sent to Whitburn, near Sunderland, be named accordingly.

Reported also the receipt of the following other Special Contributions since the last meeting:—

	£	s.	d.
Collected by HUGH MAIN, Esq., H.B.M. Consulate, Alexandria . . . . .	44	0	6
Collected at the Harvest Thanksgiving Service at Lytham Parish Church on 23rd September, per Rev. H. B. HAWKINS . . . . .	38	16	1
Contents of Contribution Boxes at Ramsgate, per Capt. R. BRAINE (additional) . . . . .	10	0	0
Collected by Lieut.-Colonel BROCKMAN, Exeter, in aid of the <i>Out Pensioner</i> Life-boat at Arklow (additional) . . . . .	5	0	0
Contents of Contribution Box, per Miss FARRAR, Brixton (additional) . . . . .	2	0	6
Collected in Park Chapel Sunday School, Camden Town, per Mr. E. WENCH (additional) . . . . .	1	10	6

—To be severally thanked.

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

	£	s.	d.
The late Mrs. S. H. BRADSHAW, of Reading (stock) . . . . .	1500	0	0
The late Lieut.-Colonel J. D. WILSON, of Cheltenham . . . . .	1000	0	0
The late Mrs. ELEANOR BEST, of Kelston Milbrook, Southampton . . . . .	200	0	0
The late ADAM HAMILTON, Esq., of Glasgow (to Glasgow Branch) . . . . .	19	19	0

The Committee expressed their deep regret at the death of Admiral Sir J. WALTER TARBLETON, K.C.B., who had for many years been a Member of the Committee of Management of the Institution, and who was ever ready, when in office and at other times, to promote its interests.

Reported the transmission to their Stations of the new Life-boats for Kingsgate, Kent, Fraserburgh, N.B., and Tramore and Ardmore, Ireland.

The two first-named Life-boats had been publicly named and launched at their Stations in the presence of large numbers of persons, great interest having been taken in the proceedings.

Voted the thanks of the Committee to Mr. EDWARD JACOB, in acknowledgment of his long and valuable co-operation as Honorary Secretary of the Tramore branch of the Institution.

Ordered various works to be carried out at the Sunderland and St. Anne's Life-boat Stations, at an expense of 338*l.* 12*s.* 10*d.*

Paid 2,756*l.* for sundry charges on various Life-boat Establishments.

Voted 72*l.* 3*s.* 6*d.* to pay the expenses of the Fishguard, Clovelly, St. Ives, Hartlepool, Hayle, and North Deal Life-boats, in rendering the following Services:—

	Lives saved.
Smack <i>Catherine</i> , of Cardigan . . . . .	2
Brigantine <i>Osnabrick</i> , of Papenburg . . . . .	7
Smack <i>Delabole</i> , of Fowey . . . . .	3
Schooner <i>Jane Smith</i> , of Plymouth . . . . .	6
Brig <i>Franmaes</i> , of Brevig . . . . .	8
Schooner <i>Bonne Adele</i> , of Isigny . . . . .	5
Ship <i>Paul Boyton</i> , of Yarmouth, N.S. . . . .	22

The Ramsgate Life-boat had also rescued 5 persons from the last-named ship.

[The details of these Life-boat services will be found on pages 202-5 and 223 of the *Life-boat Journal*.]

Voted also 166*l.* 19*s.* 6*d.* to pay the expenses of the Life-boats at Courtown, Exmouth, Teignmouth, Skegness, Burnham, Carmarthen Bay, St. Ives, Walmer, Appledore, Saltburn, Penarth, and Caister, in putting off in reply to signals of distress shown by vessels which did not ultimately require the aid of the Boats.

Voted the Second Service Clasp of the Institution to JAMES MURPHY, Assistant Coxswain of the St. Ives Life-boat, in acknowledgment of his skilful and intrepid services in the boat on the occasion of the rescue of the crew of the schooner *Jane Smith*, of Plymouth, on the 15th of September.

Also the thanks of the Institution, inscribed on vellum, to Mr. T. B. WILLIAMS, Honorary Secretary of the St. Ives branch, and to Captain JOHN HODGE, a member of the St. Ives Life-boat Committee, both of whom went out in the Life-boat on the above-named occasion.

Also the thanks of the Institution, inscribed on vellum, to Captain D. GEORGE, Lloyd's sub-agent at Fishguard, for taking command of the Fishguard Life-boat twice on the 15th September, when she saved the crews, numbering in all nine

men, from the smack *Catherine*, of Cardigan, and brigantine *Osnabrick*, of Papenburg, Hanover.

Also the thanks of the Institution, inscribed on vellum, to Mr. T. G. PEARSON, Honorary Secretary of the Saltburn branch of the Institution, who went out in the Saltburn Life-boat on the 1st of October, with the view of assisting some fishing-cobles.

Also 1*l.* to three men for rescuing the crew of two men from the schooner *Esther Mary*, of Cardigan, which was wrecked near Balbriggan, co. Dublin, during stormy weather on the 9th of May.

THURSDAY, 4th November:

The Chairman of the Institution in the Chair.

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

Also the Report of Vice-Admiral J. R. WARD, the Chief Inspector of Life-boats, on his recent visits to the Kingsgate and Broadstairs Life-boat stations, and those of the five District Inspectors on their visits to the following places:—

1. Kingsgate, Broadstairs, Hastings, Worthing, Chichester Harbour, Selsey, Shoreham, and Brighton.
2. Hayle, St. Ives, Sennen, Penzance, Porthleven, Scilly, Newquay, Padstow, Port Isaac, Bude, Burnham, Aberystwith, and Cheltenham.
3. Ardmore, New Brighton (two Boats), Southport, Lytham, Blackpool, Douglas (two Boats), Castletown, and Ramsey.
4. Buckie, Banff, Whitelink Bay, and Peterhead.
5. Cleethorpes, Seaham, Whitburn, Sunderland (four Boats), Seaton Carew, West Hartlepool (two Boats), Hartlepool (three Boats), Middlesborough, Redcar, Saltburn, Staithes, Runswick, Whitby (two Boats), Uppang, Scarborough, Filey, Flamborough (two Boats), and Wells.

Reported the receipt of 2,000*l.* from CHARLES ARKCOLL, Esq., of Chatham, for a Life-boat Station on the coast of Sussex, the Boat to be named the *Charles Arkcoll*, in memory of his late father.

Decided that the best thanks of the Committee be conveyed to Mr. ARKCOLL for his magnificent contribution, that it be appropriated to the Hastings New Life-boat establishment, and in aid of its future renovation and maintenance.

Also the receipt of the following other Special Contributions since the last meeting:—

	£	s.	d.
Mrs. GOMONDE, Pau (additional) . . . . .	20	0	0
Half of collection in Cromer Church, on Sunday, 10th October, per Rev. F. FITCH . . . . .	13	3	6
Half of collection in St. John's Church, Weston-Super-Mare, on Sunday, 17th October, per Rev. G. BUCKLE and Captain R. D. CRAWFORD (additional) . . . . .	11	14	0
Readers of <i>The Christian</i> , per Messrs. MORGAN & SCOTT (additional) . . . . .	6	12	0
Dalston Junction Sunday Schools, per Mr. F. CLEMENTS . . . . .	1	1	0

—To be severally thanked.

Also that the late R. W. PARMETER, Esq., had bequeathed a legacy of nineteen guineas to the Institution.

Voted the thanks of the Committee to Captain W. M. SANCTUARY, R.N., in acknowledgment of his kind co-operation while holding the office of Honorary Secretary of the Goodwin Sands and Downs branch of the Institution.

Ordered various works to be carried out at the

Guernsey, Drogheda, Gorleston, and Padstow Life-boat stations, at an expense of 510*l.* 15*s.* 6*d.*

Paid 1,540*l.* 5*s.* 3*d.* for sundry charges on various Life-boat establishments.

Voted 350*l.* 14*s.* 1*d.* to pay the expenses of the Life-boats at Wells, Cullercoats, Donna Nook, Looe, Carmarthen Bay, Hartlepool, Plymouth, Porthdinllaen, Redcar, Scarborough, Whitby, Scilly, West Hartlepool, North Sunderland, Poolbeg, Aberystwith and Piel, in rendering the following services:—

	Lives saved.
Brig <i>Sharon's Rose</i> , of Whitby . . . . .	7
Cullercoats cobles, saved three boats and . . . . .	11
and rendered assistance to several others.	
Schooner <i>Eva</i> , of Abo, Russia . . . . .	2
Fishing-boat <i>Ada</i> , of Devonport . . . . .	2
Schooner <i>Magdalen Esther</i> , of New Quay . . . . .	4
Brigantine <i>Folkestone</i> , of Folkestone . . . . .	7
Brig <i>Naiad</i> , of Whitby. Remained by vessel.	
Schooner <i>Fortuna</i> , of Grimsby . . . . .	3
Schooner <i>City of Bangor</i> , of Bangor . . . . .	4
Brig <i>Emanuel Butcher</i> , of Whitby . . . . .	7
Brig <i>Hazard</i> , of Grimstad . . . . .	9
Brig <i>Mary</i> , of Shields . . . . .	7
Schooner <i>Black-eyed-Susan</i> , of Bideford . . . . .	5
Brig <i>Jeune Adolphe</i> , of Nantes . . . . .	8
Sloop <i>J. Prizeman</i> , of Plymouth . . . . .	5
Dutch galliot <i>Herbruder</i> . . . . .	3
Schooner <i>Reaper</i> , of Douglas . . . . .	4
Fishing-boat <i>Good Intent</i> , of Staithes . . . . .	8
Schooner <i>John Snell</i> , of Great Yarmouth . . . . .	5
Schooner <i>Elizabeth Austin</i> , of Rye . . . . .	5
Brig <i>Messenger</i> , of Salcombe . . . . .	5
Schooner <i>Royal Albert</i> , of Maldon . . . . .	5
Swedish brig <i>Alice</i> . . . . .	9
Schooner <i>Robert Brown</i> , of Warrenpoint . . . . .	2
Danish brig <i>Julia</i> . Rendered assistance.	
Schooner <i>Jane Hughes</i> , of Carnarvon. Remained by vessel.	

The Whitby, Palling, Pakefield, Ramsey, and Caister Life-boats had also rendered the following services:—

	Lives saved.
Fishing-boat <i>Matchless</i> . Rendered assistance.	
A coble in distress off Whitby . . . . .	1
Barque <i>Saga</i> , of Carlshamn. Assisted to save vessel.	
Schooner <i>Effigo</i> , of Goole. Assisted to save vessel and . . . . .	7
Brigantine <i>Victoire</i> , of Irvine. Saved vessel and . . . . .	5
Smack <i>Iron Duke</i> , of London. Assisted to save vessel and . . . . .	6

[The details of these services will be found on pages 222-8 and 231 of this *Journal*.]

Voted also 400*l.* 9*s.* to pay the expenses of the Life-boats at North Berwick, Piel, Penarth, Giles's Quay, Penzance, Cleethorpes, Kessingland, Falmouth, Poole, Caister, Donna Nook, Barmouth, Cahore, Bridlington, Fleetwood, Holy Island, Hope Cove, Newbiggin, Courtown, Middlesborough, Hunstanton, Seaton Carew, Gorleston, Winterton, Palling, Skegness, Theddlethorpe, Cresswell, Montrose, Drogheda, and Chapel, in assembling their crews or putting off to the aid of vessels not ultimately needing the assistance of the boats.

The Ramsgate Life-boat had also been out in reply to distress signals, but her services were not eventually needed.

Voted the Silver Medal of the Institution, and a copy of the vote inscribed on vellum, to JOHN OWSTON, coxswain of the Scarborough Life-boat, in acknowledgment of his general gallant services in that Boat, and particularly for

going out four times in the Life-boat during the severe gale of the 28th and 29th October, and assisting to rescue the crews, numbering in all twenty-eight persons, from five different wrecks.

Extra rewards were also granted to the crew of the Life-boat for their gallant exertions on these occasions.

Also the Second Service Clasp of the Institution to HENRY FREEMAN, coxswain of the Whitby Life-boats, in acknowledgment of his gallant services in taking command of the Life-boats on four occasions on the 28th October, and assisting to save the crews, numbering in all twenty-two men, from four distressed vessels.

Extra rewards were also granted to the crews of the Life-boats for their gallant conduct on these occasions.

Also the Silver Medal of the Institution, and a copy of the vote inscribed on vellum, to Mr. N. G. HATCH, mate of the ship *Berkshire*, of London, and 4*l.* to four of the crew of that vessel, for putting off in a boat and saving two of the crew of the brig *Marys*, of Whitby, which was wrecked on the Black Rock, at the entrance to Falmouth Harbour, during a heavy E.N.E. gale and high sea on the 22nd October.

Also the thanks of the Institution, inscribed on vellum, to Captain RICHARD SHERRIS, harbour-master at Falmouth, and 1*l.* 10*s.* to the crew of three men of his steam launch, for rescuing the master of the above-named vessel.

Also 10*l.* to twenty men for putting off from Corton, in the salvage boat *Refuge*, and, at much risk, saving the crew of seven men from the brigantine *Hope*, of Portsmouth, which foundered suddenly off Corton during squally weather.

THURSDAY, 2nd December:

GEORGE LYALL, Esq., Deputy-Chairman, in the Chair.

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

Also the report of the Chief Inspector of Life-boats on his visits to Hastings, and those of the five District Inspectors on their visits to the following Stations:—

1. Newhaven, Eastbourne, Winchelsea, Rye, Lydd, New Romney, Hythe, Dover, Walmer, North Deal, Kingsdowne, Ramsgate, Broadstairs, and Margate.

2. Aberystwith, Portmadoc, Barmouth, Aberdovey, Appledore (two Boats), Clovelly, Lynnmouth, Ilfracombe, Morte, and Braunton.

3. Fleetwood, Piel, Whitehaven, Maryport, Silloth, Kingstown, Drogheda, and Poolbeg.

4. Berwick, Eyemouth, Holy Island, Cullercoats, Tynemouth (two Boats), Blyth (two Boats), Newbiggin, Cresswell, Hauxley, Alnmouth, and Boulmer.

5. Withernsea, Bridlington, Hornsea, Wells, Cleethorpes, Redcar, Middlesborough, and Saltburn.

Reported the receipt of the following Special Contributions since the last meeting:—

Miss BARKWORTH, additional . . . . .	£	50
Independent order of Odd Fellows (M.U.), in aid of the support of their Life-boat at Cleethorpes, annual subscription . . . . .		50
—To be severally thanked.		

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

	£.	s.	d.
The late HENRY HARRIS, Esq., of Streatham . . . . .	1000	0	0
The late Miss CHARLOTTE NICHOLLS, of Finsbury Park (Stock) . . . . .	800	0	0

	£.	s.	d.
The late Miss JESSIE LANDSEER, of Kensington Park Gardens (duty free) . . . . .	100	0	0
The late General JOHN KYNASTON LUARD, of Gloucester Gardens . . . . .	50	0	0
The late Mrs. A. M. DOBSON, of Pall Mall . . . . .	19	19	0
The late Miss ANN BARTRAM, of Hull (duty free) . . . . .	19	19	0

Voted the thanks of the Committee to Admiral RALPH BARTON, Captain THOMAS JONES, and A. J. LAW, Esq., in acknowledgment of their long and valuable co-operation as Honorary Secretaries, respectively, of the Southport, Newquay (Cardiganshire), and Barnstaple and Braunton branches of the Institution.

Elected Lieutenant GERALD R. MALTEY, R.N., Inspector of Life-boats for the Scotch District, in succession to Lieutenant H. A. MONTEITH, R.N., who had resigned.

Paid 353*2l.* 2*s.* 2*d.* for sundry charges on various Life-boat Establishments.

Voted 130*l.* 15*s.* 6*d.* to pay the expenses of the Life-boats at Caister, Ramsey, Porthdinllaen, St. Andrews, Whitburn, Newbiggin, Thurso, and Swansea, in rendering the following services:—

	Lives saved.
Steamer <i>Ringdove</i> of Liverpool . . . . .	16
Schooner <i>Ada</i> , of Beaumaris . . . . .	4
Schooner <i>Queen of the Isles</i> , of Carnarvon . . . . .	3
Schooner <i>Roseneath</i> , of Hull. Rendered assistance.	
Steam-tug <i>Crusader</i> , of Sunderland . . . . .	8
Schooner <i>Braes of Moray</i> , of Peterhead . . . . .	5
Schooner <i>Caroline</i> , of Solway Firth . . . . .	4
Schooner <i>Phœnician</i> , of Isle of Man . . . . .	4
Schooner <i>Catherine and Ellen</i> . . . . .	6
Schooner <i>Pet</i> , of Falmouth . . . . .	5

The Caister, St. Andrews, Holyhead, Ramsgate, Montrose, Staithes, New Romney, Lydd, and Carnsore Life-boats had also rendered the following services:—

	Lives saved.
S.S. <i>Swan</i> , of Liverpool. Remained by vessel.	
Fishing boats off St. Andrews. Rendered assistance.	
Schooner <i>Jane Louisa</i> , of Londonderry, assisted to save vessel and . . . . .	5
Barque <i>Freden</i> , of Krageroe . . . . .	11
Fishing boats off Montrose. Rendered assistance.	
Schooner <i>Morton Castle</i> , of Montrose. Saved vessel and . . . . .	5
Fishing-boat <i>Nautilus</i> . Saved boat and . . . . .	6
S.S. <i>Madeline</i> , of West Hartlepool. Remained by vessel.	
Barque <i>Haab</i> , of Moss. Rendered assistance.	
Barque <i>John A. Harvie</i> , of Windsor, N.S. . . . .	19
[Accounts of these services will be found on pages 225-9 of this Journal.]	

Also 137*l.* 12*s.* 6*d.* to pay the expenses of the Life-boats at Hornsea, Solva, Sutton, Kingstown, Broadstairs, North Deal, Tenby, Holy Island, New Brighton, Broughty Ferry, Nairn, Kingsdowne, Brightstone Grange, and Longhope, in assembling their crews, or putting off to the aid of vessels which did not ultimately need their assistance.

The Ramsgate Life-boat had also been taken out, but her services had not been eventually needed.

Voted the thanks of the Institution to Mr. WILLIAM PREVIL, of Redcar, for assisting to save,

by means of a rope, the crew, eleven in number, of the German barque *Minna*, which had stranded off Redcar, on the 28th November.

Also 7*l.* 15*s.* to twenty-three Whitby men, for rescuing, by means of a hawser, the crew, consisting of five men, from the schooner *Sarah*, of Portsmouth, which was wrecked at Ufgang, Yorkshire, during a hurricane from the E.N.E., on the 28th October.

Also 6*l.* to eleven men, for saving, by means of lines, the crew, consisting of six men, from the brig *Violet*, of Whitby, which was wrecked on Holkham Beach, Norfolk, during a heavy gale from the E.N.E. on the 29th October.

Also 5*l.* 10*s.* to eleven men, for putting off in a coble and rescuing the crew of two men from the ketch *Isabella*, of Lynn, which was wrecked on the rocks off Redcar, Yorkshire, during a strong S.W. gale, on the 25th November.

#### INCREASE OF BRITISH SHIPPING.

THOSE who are old enough to remember the repeal of the navigation laws describe the state of feeling that prevailed among the shipowning class when the measure was carried safely through Parliament as one of absolute panic. Nothing but the utter ruin of the carrying trade was expected. America had inexhaustible supplies of cheap timber, and neither British shipowners nor British shipbuilders could hope to hold their own against American competition. No one dreamed of the complete revolution which iron and steel in the construction, and steam in the propulsion, of vessels were about to produce, nor of the effect these agencies were destined to have upon the English shipping trade. The contrast between the results feared forty years ago and the results actually achieved to-day is accordingly very remarkable. On the 1st July last the steamship tonnage owned in Great Britain amounted to 4,265,619 tons, against 634,292 tons owned in the United States, 423,767 tons owned in France, and 289,429 tons owned in Germany—British tonnage being thus more than three times greater than the combined tonnage of the other three chief commercial countries of the world. This lead in the trade we appear to have maintained with success, even during the recent years of commercial depression. The figures relating to the last two years are very striking in regard to this point. During the period from July 1, 1878, to July 1, 1880, British owned steam-vessels showed an increase of 571, and tonnage an increase of 508,398 tons, the American figures being 32 vessels and 21,301 tons, the French 60 vessels and 55,982 tons, and the German 57 vessels and 30,390 tons. Thus the mere increase of British tonnage during the past two years is nearly equal to the total tonnage owned in America; or to the total tonnage of France and Germany combined. The profits accruing to England from this gigantic carrying trade are immense. They go a very long way indeed to redress the balance which, as the Board of Trade figures appear to show, always exists against this country in her commercial intercourse with the rest of the world. Look at the American grain trade alone. For a long time past we have imported on an average about 200,000 quarters of wheat per week, and probably a similar quantity of Indian corn from the United States; and as these supplies come to us for the most part in British bottoms the shipowners of this country are earning at present from this source alone at the rate of not less than three millions sterling per annum.—*Pall Mall Gazette*.

#### THE LAY OF THE LIFE-BOAT.\*

GENTLEMEN all, are your glasses charged? for I've a toast for the winter weather.

Answer it, then, with a three times three; voice and heart, if you please, together.

It is not a sorrowful theme I sing, though the red leaves rot in the winter garden.

And east winds meet the embrace of the north, our throats to scourge and muscles to harden.

Come far away from the weary fogs, those winding-sheets of our London life;

Away from the prowl of the burglar-sneak, and the thud of the brute who has kicked his wife.

I'd tell to-day of the rock-bound coast, the screaming surf, and the sea-blown sand;

And drink to the men who are off to sea, when the sailors shout that the Life-boat's manned.

They talk of battles, and rank and file; they call the roll, count cannon and loss;

And Tom he wears a corporal's stripe, and brave little Jim the Victoria Cross.

They march to the front with fife and drum, and follow the beat of the regiment's band;

They see their flag as it waves, and hear the jolly old colonel's clear command.

But there's never a sound in the battle at sea, but the howling storm and the scream afar;

And it's only duty points the way when the ships break up on the harbour-bar.

It is dark unto death on the midnight sea, and darker still on the sleeping land;

But only women are left on the shore to cry, "They're off!" when the Life-boat's manned.

Certain risk and a chance reward—this is the tale that the Life-boat tells.

What was their prize but the lives of men, those splendid fellows who died at Wells?

Love and pleasure were theirs at home, danger and death they faced at sea;

Their lives were swallowed in waves of Fate when the men they hurried to save were free.

Out they went in the terrible storm, hurricane-hard on the Norfolk coast.

Women they weep, as women will do; but never a sailor quits his post.

Seizing the oar, the rocket, and rope, out they went from the sheltering land:

Never again will they wake to hear their comrades shout when the Life-boat's manned.

Gentlemen all, when the storms are out, the roof-tree shakes, and the windows rattle,

Just think a little of ships at sea, the wave's attack, and the sailor's battle.

You close the shutters and bar the door, in cosy homes of the sheltered city;

You give one sigh for the Life-boat—yes, and you offer her crew a grain of pity.

But, on my honour, I'd like to know if pluckier men in the world exist,

Than those who buckle the life-belt on, when wives are left and children kissed.

So again I ask, are your glasses charged? will you send a cheer from the friends on shore

To the men who go to their death at sea, and do their duty? men can't do more,

Hope departs when the land is lost; love is blown from the rocks and sand.

Ready to die is the motto of men—and this is the reason the Life-boat's manned.

CLEMENT SCOTT.

\* From the Christmas Number of *The World*.

**NOTICE.**—The next number of the '*Life-boat Journal*,' containing the Annual Report, &c., will be published on the 1st May next.

# 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 1880.

<i>Ada</i> , fishing boat, of Devonport. . . . .	2	<i>Guiding Star</i> , barque, of Salcombe . . . . .	10	<i>Osmabrick</i> , brigantine, of Papenburg, Hanover . . . . .	7
<i>Ada</i> , schooner, of Beamaris . . . . .	4	<i>Habb</i> , barque, of Moss, Norway—rendered assistance.		<i>Pacific</i> , barque, of Swansea—rendered assistance.	
<i>Alice</i> , Swedish brig . . . . .	9	<i>Hankow</i> , s.s., of London—rendered assistance.		<i>Pater</i> , barque, of Sundswall . . . . .	12
<i>Amcoit</i> , s.s., of West Hartlepool—assisted to save vessel.		<i>Haroon</i> , brig, of Porsgrund, Norway—assisted to save vessel and . . . . .	9	<i>Paul Boyton</i> , ship, of Yarmouth, N.S. . . . .	27
<i>Anatolian</i> , s.s., of Liverpool . . . . .	26	<i>Harriette</i> , smack, of Barnstaple . . . . .	2	<i>Pet</i> , schooner, of Falmouth . . . . .	5
<i>Andover</i> , brigantine, of Dublin—assisted to save vessel and . . . . .	6	<i>Harard</i> , brig . . . . .	9	<i>Phœnician</i> , schooner, of Isle of Man . . . . .	8
<i>Atkins</i> , fishing boat, of Liverpool—rendered assistance.		<i>Herbruder</i> , Dutch galliot . . . . .	3	<i>Pride of the Isles</i> , schooner, of Bridport . . . . .	6
<i>Barbara</i> , schooner, of Carnarvon—saved vessel and crew . . . . .	4	<i>Iron Duke</i> , dandy, of London . . . . .	6	<i>Queen of the Isles</i> , schooner, of Carnarvon . . . . .	3
<i>Bessie Jones</i> , schooner, of Fleetwood . . . . .	4	<i>Isabella</i> , schooner, of Beaumaris—assisted to save vessel and . . . . .	4	<i>Red Rose</i> , s.s., of Cardiff—rendered assistance.	
<i>Betty</i> , brig, of Tonsberg, Norway—assisted to beach vessel and . . . . .	8	<i>J. Priceman</i> , sloop, of Plymouth	5	<i>Reaper</i> , schooner, of Douglas . . . . .	4
<i>Black Diamond</i> , brigantine, of Guernsey . . . . .	6	<i>James</i> , schooner, of Nefyn—rendered assistance.		<i>Reaper</i> , schooner, of Banff . . . . .	6
<i>Black-Eyed Susan</i> , schooner, of Bideford . . . . .	5	<i>Jane Smith</i> , schooner, of Plymouth . . . . .	6	<i>Ringdove</i> , steamer, of Liverpool	18
<i>Bonne Adele</i> , schooner, of Lisigny, Caen . . . . .	6	<i>Jane Hughes</i> , schooner, of Carnarvon—remained by vessel.		<i>Rival</i> , billyboy ketch, of London	5
<i>Braes of Moray</i> , schooner, of Peterhead . . . . .	5	<i>Jane Louisa</i> , schooner, of London-derry—assisted to save vessel and . . . . .	5	<i>Robert Brown</i> , schooner, of Warrentpoint . . . . .	2
<i>Bruce</i> , schooner, of Bridgwater . . . . .	7	<i>Jenne Adolphe</i> , brig, of Nantes . . . . .	8	<i>Roseneath</i> , schooner, of Hull—rendered assistance.	
<i>Caroline</i> , schooner, of Solway Firth . . . . .	6	<i>John and Mary</i> , brigantine, of Belfast . . . . .	5	<i>Royal Albert</i> , schooner, of Maldon	5
<i>Catharine and Ellen</i> , schooner . . . . .	8	<i>John Wesley</i> , schooner, of Aberystwyth . . . . .	5	<i>Runswick</i> fishing cobses—rendered assistance.	
<i>Catherine</i> , smack, of Cardigan . . . . .	2	<i>John Snell</i> , schooner, of Great Yarmouth . . . . .	5	<i>Suga</i> , barque, of Carlsbamm—assisted to save vessel.	
<i>City of Bangor</i> , schooner, of Bangor . . . . .	4	<i>John A. Harvie</i> , barque, of Windsor, N.S. . . . .	19	<i>Sea Flower</i> , coble, saved vessel and . . . . .	4
<i>Clio</i> , Swedish brig . . . . .	8	<i>Jonah</i> , schooner, of Wexford . . . . .	6	<i>Seaward</i> , schooner, of Glasgow . . . . .	4
<i>Colombo</i> , ship, of Greenock—assisted to save vessel and . . . . .	26	<i>Julia</i> , Danish brig—rendered assistance.		<i>Sharon's Rose</i> , brig, of Whitby . . . . .	7
<i>Columbus</i> , steamer, of Liverpool—rendered assistance.		<i>Lady Morris</i> , fishing coble—rendered assistance.		<i>Shannon</i> , barque, of London . . . . .	4
<i>Content</i> , coble—saved vessel and . . . . .	4	<i>Livingston</i> , ship, of Yarmouth, N.S.—remained by vessel.		<i>Southend</i> fishing smack—rendered assistance.	
<i>Corca</i> , barque, of Boston—assisted to save vessel and . . . . .	14	<i>Louisa</i> , ketch, of Bideford . . . . .	4	<i>Star of Peace</i> , fishing coble—rendered assistance.	
<i>Crusader</i> , steam-tug, of Sunderland . . . . .	8	<i>Mabel</i> , s.s., of Hartlepool—remained by vessel.		<i>St. Andrew's</i> fishing boats—rendered assistance.	
<i>Cullercoats</i> fishing cobses—rendered assistance.		<i>Madeline</i> , s.s., of West Hartlepool—remained by vessel.		<i>Surinam</i> , barque, of Amsterdam—assisted to save vessel and . . . . .	10
<i>Dawlish</i> fishing boat—saved boat and . . . . .	4	<i>Magdalen Esther</i> , schooner, of Newquay . . . . .	4	<i>Swan</i> , s.s., of Liverpool—assisted to save vessel.	
<i>Delabole</i> , smack, of Powey . . . . .	3	<i>Mary</i> , brig, of South Shields . . . . .	7	<i>Tartar</i> , brig, of Whitstable . . . . .	8
<i>Donaghadee</i> , County Down, a boat of—saved boat and . . . . .	3	<i>Matchless</i> , fishing boat—rendered assistance.		<i>Temperance Star</i> , smack, of Redcar—saved vessel and . . . . .	2
<i>Duguesclin</i> , ketch, of Newcastle—assisted to save vessel and . . . . .	4	<i>Matilda Hilliard</i> , barque, of Yarmouth, N.S. . . . .	10	<i>Thetis</i> , schooner, of Pwllheli—rendered assistance.	
<i>Earl Percy</i> , s.s., of Newcastle—rendered assistance.		<i>Medora</i> , barque, of Lønvig, Norway—rendered assistance.		<i>Victoire</i> , brigantine, of Irvine—saved vessel and . . . . .	5
<i>Effigo</i> , schooner—assisted to save vessel and . . . . .	7	<i>Messenger</i> , brig, of Salcombe . . . . .	5	<i>Warkworth Castle</i> , brig, of Amble	9
<i>Elizabeth Austin</i> , schooner, of Rye . . . . .	5	<i>Morton Castle</i> , schooner, of Montrose—saved vessel and . . . . .	6	<i>Wave</i> , yawl, of Goole—rendered assistance.	
<i>Emanuel Boutcher</i> , brig, of Whitby . . . . .	7	<i>Naiad</i> , brig, of Whitby—remained by vessel.		<i>Whitby</i> , fishing coble . . . . .	1
<i>Eva</i> , schooner, of Abo . . . . .	2	<i>Nautilus</i> , fishing boat of Ferrymen—saved vessel and . . . . .	6	<i>William Hill</i> , brig, of Dundalk—saved vessel and . . . . .	5
<i>Excell</i> , smack, of Grimsby . . . . .	4	<i>Neobiggin</i> , fishing cobses—rendered assistance.		<i>William Hill</i> , brig, of Dundalk (off Ayr) . . . . .	3
<i>Ferryden</i> fishing boats—rendered assistance.		<i>Nimrod</i> , sloop, of Jersey—assisted to save vessel and . . . . .	4		
<i>Folkestone</i> , brigantine, of Folkestone . . . . .	7	<i>Nonpareil</i> , coble—saved vessel and . . . . .	3		
<i>Forager</i> , ketch, of Portsmouth—assisted to save vessel and . . . . .	4	<i>Orient</i> , barque, of Liverpool—rendered assistance.			
<i>Fortuna</i> , schooner, of Grimsby . . . . .	3	<i>Orion</i> , barque—remained by vessel.			
<i>Fortuna</i> , Danish schooner . . . . .	3				
<i>Franaes</i> , brig, of Brevig . . . . .	8				
<i>Freden</i> , barque, of Krageroe, Norway . . . . .	11				
<i>Good Intent</i> , yawl, of Staithes . . . . .	8				

Total lives saved by Life-boats, in 1880, in addition to Twenty-seven vessels . . . . . 577

During the same period the Institution granted rewards for saving lives by fishing and other boats 120

Total of lives saved } 697  
in 1880 . . . . . }

The number of lives saved either by the Life-boats of the Institution or by special exertions for which it has granted rewards, since its formation, is 27,800; for which services 94 Gold Medals, 811 Silver Medals, and £82,700 in cash have been granted as rewards.

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 are thankfully received by the Bankers of the Institution, Messrs. COURTS AND CO., 59 Strand; Messrs. HERRIES, FARQUHAR, and CO., 16 St. James's Street; Messrs. HOARE, 37 Fleet Street, London; by all the other Bankers in the United Kingdom; by all the Life-boat Branches; and by the Secretary, at the Institution, 14 JOHN STREET, ADELPHI, London, W.C.—Feb. 1st, 1881.