

# THE LIFE-BOAT,

OR

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### REFORM OF THE MERCANTILE MARINE.

A VERY remarkable change in public opinion on the subject of the British mercantile marine has been wrought within the last few years; and none of the current topics of the day engross so large a share of the grave interest of reformers, statesmen, and philanthropists, as the state of our ships, the conditions under which the maritime commerce of the future must be conducted, and the moral and physical condition of our seamen. Time was when those most deeply interested cried in vain to the nation and the Government, and the seamen became daily more demoralised and more scarce. Ships sailed in shoals, notoriously unseaworthy, without exciting any comment, and the lives of crews and passengers were risked or sacrificed at the whim, or through the neglect of individuals whom it appeared the duty of no one to call in question—or who, at all events, were very rarely either punished or questioned. All this has been changed; *everything* is scrutinised, from the planks or iron used to build the ship, to the exact weight of cargo to be carried, and the composition of the crew who are to navigate her. The mere creation of this tribunal of public opinion—this directing the minds of men to the subject—has had an enormous effect for good, and is already operating, in a hundred seen and unseen ways, to restore our merchant service to its natural and, to us insular people, all-important condi-

tion, of being the *surest* and *safest*, as well as the most considerable carrier in the world.

It is an error, though not an uncommon one, to suppose that great changes in public sentiment, or considerable alterations in national affairs, are affected by the labours, whether ill or well directed, of a few fanatic individuals. The truth is rather, that the times become ripe for change, or the condition of affairs becomes so degenerate or corrupt, that at last, after much slothful delay, and probably suffering also, the unwelcome truth is forced on the minds of men, that for very existence's sake, and at all costs, the house *must* be set in order. Then comes "the hour and the man," and the long-tottering rock is seen rolling from its once firm seat on the mountain-side; and the individual, however puny, who set it in motion, becomes the hero or the object of hatred to the gazing thousands. People seldom pause to consider that the stone must have been undergoing centuries of undermining, to admit of the possibility of any human force being able to overturn it; and that the puny strength of the one individual who appears prominently for a few moments, perhaps aghast at his own work, scarcely hastened the catastrophe a moment, or only did so to an inappreciable degree.

This is so far an objectionable line for national thought to take, that it serves to

distract attention from the momentous results following on the fall of the huge rock, to the peculiarities of the little man who is supposed to have precipitated it.

In the work of reorganising, and, in one particular, re-creating the mercantile marine, this tendency is very apparent; and we hear on many sides disparaging cries at this or that party, this or that individual, and not unsuccessful attempts, by holding up to contempt the character of prominent persons connected with changes which are being brought about, to divert attention from the important facts that reform *was* urgently needed, and that little credit is due to those answerable for the maintenance of a system under which our mercantile marine has been brought to its present condition.

By all means let us criticise closely and canvass freely every change that is proposed, and every law that is enacted, for seldom has there been a national reform more needing the earnest thought and aid of every British subject; but it is preposterous to urge that the question of the seaworthiness of our ships was unripe for the attention of the legislature; that the danger of the presence of foreign seamen in our ships is unreal, or can well be exaggerated in importance; that the laws for the protection of the seaman and the passenger were not in a strange state of neglect and confusion; or that the mercantile marine was not rapidly becoming more unfit to uphold its long ascendancy over that of all other nations. Still more absurd is it to urge that the persons now before the public, as connected with the movement, are the causes of the proposed changes, and of needlessly disturbing the public peace: there is no law yet enacted, and no change seriously entertained with regard to men, ships, or commerce, which has not, in the judgment of all thinking men, been a crying necessity many a long year.

We have not to look far for a confirmation of the hope that immense good will be done to the mercantile marine by the stirring up of the national feeling on this

very momentous question, for, indeed, most beneficial results have already been attained. In every shipbuilding yard in the kingdom there is an increased attention to the details of building; in every little fishing station, or coasters' port of call in these islands, there is a sudden demand for the shipwright and the carpenter, and the noise of the artificer and the caulker in small building yards heretofore unknown or disregarded by the official eye is perpetually resounding. Whilst the repairing, strengthening, or breaking up of many a storm-beaten craft, destined, but for recent events, to have gone staggering on her course without repair or inspection for many a year to come, to the daily increasing peril of captain and crew, is of daily occurrence; many a ship that would have sailed during the last winter dangerously overladen has gone forth taut and trim: proving that the very thought that inspection was possible has been a safeguard on every hand.

It has been said that the result will be to drive the trade into other countries. Is it conceivable that, in the long run, a nation which shall have established a reputation for its ships being better found, better cared for, and more carefully stowed than those of any other country, will lose its position as "principal carrier" in favour of nations which notoriously exercise no supervision of their ships, and which therefore cannot guarantee so safe a transit for the articles of commerce?

We admit that the particular mode of dealing with every well-known evil must be carefully considered and remodelled from time to time by the light of experience, but we contend that the broad fact that reform was needed is already apparent by the results.

Speaking generally, it may be said that the persons representing the party who are most strongly in favour of radical changes uphold the doctrine that all avoidable loss of life and property is caused by a deficiency in construction or appointment in the ship, while those who are in favour of non-interference, in which category

we suppose we may include the permanent Government Department, and most of the shipowners, contend that such avoidable losses are dependent entirely on absence of discipline among the crews, on the want of education of the masters, and the decreasing numbers and increasing demoralisation of the British-born seaman. It is incontestable, from the evidence taken before the Royal Commission, that no language can do justice to the corrupt and inefficient state of the men of the mercantile marine, and that, as a body, our men are now considerably below the moral and physical standard of those of *any other nation*: it has yet to be proved—we may say, cannot be proved—that our ships are on the whole worse found than the ships of other nations, and therefore we think that what is styled the “let-alone party” have the balance of argument on their side as to which is the most pregnant cause of evil, bad ships or bad men. For this reason we cannot but regret that, in Parliament and out of it, greater prominence has not been given to the question of the better manning and better disciplining of merchant ships. The recommendation of the Royal Commissioners as to the establishment of training schools or ships, or the compelling every vessel to carry a certain number of apprentices, has elicited a very faint response either from Government or shipowners, and this notwithstanding such horrors and scandals as those on board the *Lennie* and the *Caswell* have become not uncommon occurrences, and the police reports at the maritime towns are exhibiting an increasing number of brutal assaults committed on board British ships by men who claim every nationality under heaven but that of the flag under which they serve.

Again, we have the reiterated assurances of owners, masters, and witnesses before Royal Commissioners and the like, that day by day the supply of British seamen becomes more scanty and more inferior in quality, yet the sole steps taken to remedy the folly of having allowed the race of British-born seamen almost to die out are

the feeble encouragement of a few training vessels, which cannot even turn out of hand a sufficient number to cover the annual mortality. It will take a generation to re-create a sufficient supply of good merchant seamen to man efficiently the ships about the construction and lading of which we have all been fighting so stoutly. It might be worth while to commence in earnest forthwith!

The question of discipline appears to have attracted some attention, though not to the extent that it deserves. It is incontestable that a large percentage of wrecks arise from the absence of proper discipline, and it is the most serious, because the most difficult, matter to deal with. It is pretty clear, however, that, notwithstanding the “despotic power” possessed by the master in the eye of the law, according to the opinion of the “highest authority,” yet his actual power of repression and punishment for ordinary offences, and the every-day life on board ship, is almost *nil*, and is ill calculated to keep in check men who habitually go aloft to reef topsails, well provided with daggers and even revolvers, and hunt their officers into the rigging, and then take “pot shots” at them.

The master of the *Caswell* is blamed for “want of resolution” in dealing with the gang of murderers who manned his ship; and a few months later the master of the *Locksley Hall* is put in prison for taking the very necessary and sole precaution in his power of putting a would-be mutineer in irons! What an exhibition of the utter turmoil and confusion into which neglect and ignorance have landed our merchant service! It is comforting to reflect that the very preposterous affair of the imprisonment of Captain BARNES has had, at least, the effect of calling attention to the lack of power on the part of masters, and the absolute necessity of delegating to the master of a ship new and very different powers, notwithstanding that “He may inflict any punishment which is reasonable—that is, any punishment which is required for the enforce-

ment of obedience to his commands in all lawful matters relating to the navigation of the ship and the preservation of good order." Doubtless, when the Prime Minister quoted these words from the memorandum of the "highest legal authority," he was laying down a correct epitome of the law as it exists on the statute books. "He *may* inflict any punishment:" the question is, *can* he? As a matter of fact, the universal answer of those acquainted with the actual work-

ing of the merchant service will be a very strong negative.

If it be true that we labour in vain to make our ships seaworthy without manning them with good seamen, it is equally true that both ships and seamen will be thrown away without a just and practical code, and the enforcement of the strictest observance of its laws. Man being what he is, life on the high seas, among large bodies of uneducated men, must be horrible under any other conditions.

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

### XVI.—BROADSTAIRS.

The *Samuel Morrison Collins*, 36 feet long, 9 feet 2 inches beam, 12 oars.

THE Broadstairs Life-boat of the Institution is one of the largest class, and well adapted for service as a sailing Life-boat.

Her work is principally in connection with the east end of the Goodwin Sands; and with those wrecks she is generally able to deal (stretching off under sail) without the assistance of a steamer, and running the Ramsgate Life-boat and steamer very close on many an occasion of wreck.

She is kept on a slip in the open air, with her masts up, and sails constantly ready for hoisting, and the slip having a considerable incline, and being carried out to low-water mark, the crew have simply to jump in and man the halliards; then the stern shackle is let go, and the boat shoots down the ways into the sea, the sails being hoisted as the boat's bows touch the water. No time therefore is lost by the Broadstairs men, if the direction of the wind gives a fair chance of getting off shore.

It is not so easy to land again at Broadstairs in a gale, and the Life-boat has commonly to run for other shelter after her work is done.

A station was first formed here by the Institution in 1868, the boat being the gift of "A Lady," through Admiral FISHBOURNE, C.B. Since then this boat has saved 49 lives, and has, besides, launched on a large number of occasions for the purpose of rendering assistance to distressed vessels.

Much of the most important work done by this Life-boat has been of the nature of "standing by" vessels which were in a distressed condition; and therefore the number of "lives saved" does not figure so largely, in proportion to the actual peril encountered, as it does at some other stations, where, from the nature of the coast, a vessel once ashore is certain to be lost, and the only expectation at any time is to save life.

The moral effect of the arrival of a Life-boat on the crew of a stranded or disabled vessel, at a time when all hands are hesitating as to whether it is their duty to "stick to the ship," and make new efforts to save her, or to take to their own boats and save themselves while they can, is very great; and frequently the opportune appearance

of the *Samuel Morrison Collins*, with the promise on the part of the coxswain to remain by her to the very last, and thus assure a means of escape when the last chance of saving the ship might be passed, has been the means of saving both vessel and cargo. Indeed here and elsewhere, many times in every year, the news that a Life-boat is coming, sends back fainting or despairing crews to pumps or hawser with a renewed heart and vigour, which finds effect in the one supreme effort that saves the ship and all on board. Yet, inasmuch as the lives are not actually saved by rescuing the men from a sinking ship, they cannot be called lives saved.

Again, it frequently happens that the timely arrival of a Life-boat able to put 7 or 8 fresh and good beachmen on board, well acquainted with the local dangers and tides, saves the ship, which otherwise would inevitably be lost.

An important service of this kind was rendered by the Broadstairs Life-boat, on the 12th March of this year, as described on page 589. of this Journal.

Mr. JAMES BEARMAN, late of H.M.'s Coast-guard, is the Honorary Secretary of this Branch.

### ORKNEY ISLANDS.

XVII. STROMNESS.—The *Saltire*, 33 feet long, 8 feet beam, 10 oars.

XVIII. LONGHOPE.—The *Dickinson Edleston*, 37 feet long, 9 feet beam, 12 oars.

STROMNESS is the principal seaport on what is known as the "Mainland" (the island of Pomona), the largest of the Orkney Islands; it is a picturesque little town, built of grey stone, on the side of a hill overlooking a secure and landlocked harbour, and commanding a magnificent panoramic view of some of the interior sounds and islands of the archipelago. It is the port of call of steamers bound to the Scotch coast and the south, and opens out into the Atlantic towards the west. Hence, in past times, it was esteemed by ships bound to the Arctic regions as a convenient and secure point of departure and return. Steam has altered the conditions considerably; and the harbour which, sixty years ago, was thronged with

whaling, exploring, and seal-hunting ships, privateers and ships of war, outward or homeward bound, has to be content with the moderate amount of shipping engaged in the ordinary commerce of the Islands. Here rendezvoused the great Arctic explorers Franklin and Parry, and from here sailed the great circumnavigator and explorer Captain Cook, bound on his attempt at the Northern mystery.

On the other side of the same island stands the capital (Kirkwall), containing the cathedral, built a thousand years ago by the first Christian Scandinavians, who from the beginning of their southern exodus held the Orkneys as their most important base of operation, and there assembled the fleets which for centuries desolated, and in the end reinvigorated the sea-coasts of the known world; and to the sure refuge of its commodious sounds and sheltered harbours retreated the rovers when suffering from the effects of storm and battle.

In the waters of Scalpa Flow, which wash the southern coast of Pomona Island, Rollo, son of the then Earl of Orkney, and grandfather of our "William the Conqueror," assembled his fleet, and for six months recruited his forces, preparatory to his descent on Normandy; and the bulk of the men who formed that successful invading army were "Orkney bred or born." Indeed, nearly every headland and acre of the island is associated with some well-known event of that most important era of history.

The Life-boat *Saltair* has to contend with strong tides, a rocky coast, and deep water. She is intended to be useful mainly in removing the crews of ships which, drifted down on that rocky coast, are unable to reach port, but which, perhaps, can be reached before they come into actual collision with the gigantic cliffs which everywhere look out towards the Atlantic; or, again, to rescue the crews of vessels which have brought up to their anchors in perilous positions, well knowing that unless aid arrives in time cables will part, and ship and crew instantly be dashed to pieces. She is kept on the point to the south of the town, within a few feet of the water, and is manned by a crew of Stromness fishermen.

Mr. JAMES R. GARRIOCK is the Honorary Secretary of this Branch.

To the south of Pomona, and separated from it by a sound named Scalpa Flow, is the island of Hoy, remarkable for its gigantic cliff coast-line; and at the eastern extremity of the island is the landlocked bay called Longhope. The *Dickinson Edleston*, a large Life-boat of the first class, and intended for standing out across the Straits under sail, is stationed at this point. She can be launched, to the south-east or west of a spit of sand on which the boat-house is built, without the aid of a carriage, a permanent anchor and haul-off warp being laid out to assist in the process. Vessels dismantled, or with signals of distress flying, have been seen from time to time drifting helplessly through the firth, which is about the stormiest and most dangerous in the world, and no ordinary boat could face the sea, although the Orkney boatmen may be reckoned among the "bravest of the brave;" and it is hoped that aid in a critical moment may be given by means of this Life-boat.

Longhope, like the rest of the Orkneys, has also its historical associations. Among others,

Haco, the Norwegian king, chose it as his point of rendezvous for the great armament with which he sailed to do battle with the Scotch king for the Hebrides and the West: and to the same refuge he retreated, broken-hearted and dying, with the remnant of his fleet, when the fight at Largs and the tempest combined had finally checked and rolled back the tide of Scandinavian invasion, never again to be renewed in a tangible shape under the leadership of the Norwegian crown.

Haco died at Kirkwall, and was buried in the first instance in the cathedral, where also was laid to rest the body of Eleanor, the "Flower of Norway," the intended bride of the first Scottish James.

From their living so much on the water the Orkney men are nearly all good seamen, and were celebrated privateersmen, and have in recent times contributed the bulk of the fighting men for the navies of certain states aspiring to independence. The Longhope Life-boat is manned by a good selection from this hardy population, and is under the care of Captain EDWARD CORRIGALL, the Honorary Secretary, who is well supported by the Chairman of the Committee, J. G. MOODIE HEDDLE, Esq., who is the owner of the island.

#### XIX.—BALLYWALTER.

The *Admiral Henry Meynell*, 32 feet long, 7½ feet wide, 10 oars.

BALLYWALTER is a small fishing port on the east coast of Ireland, in county Down. A Life-boat Station was first formed here by the Institution in 1866, as a midway point between Dundrum Bay and the coast about Belfast.

There is here a breakwater, which affords shelter to fishing craft; and though Ballywalter has little pretension as a trading port, it is important as a Life-boat Station, because, from the trend of the coast, and the general depth of water close in shore, an immense number of vessels daily pass to and fro within a short distance of the shore, engaged in the commerce of Donaghadee, Belfast, Derry, and other northern ports.

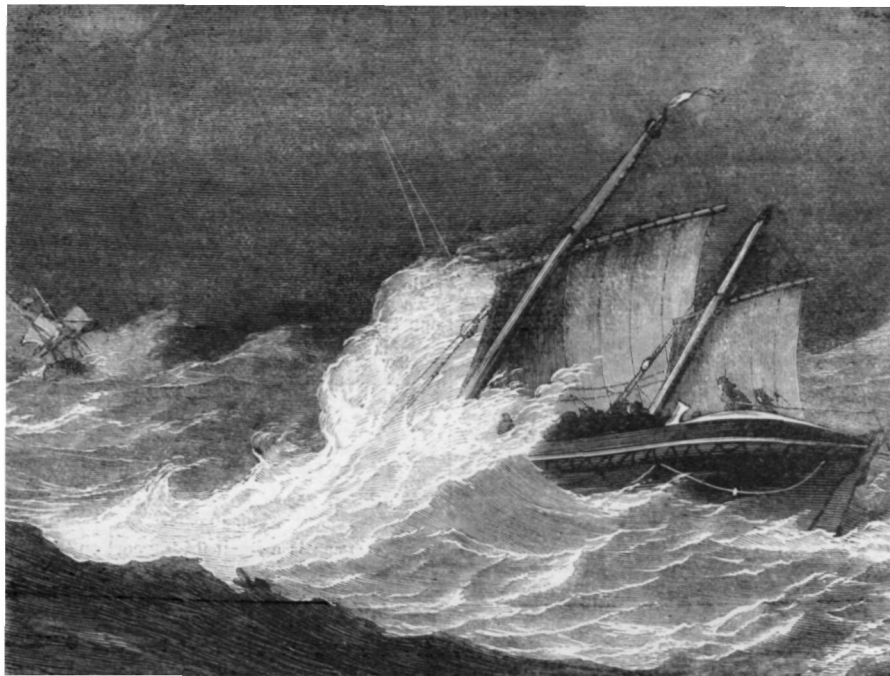
Within a short distance of the town are numerous isolated and dangerous rocks, which, when the bulk of the trade was carried on by small coasters, and the lights were not so efficient as now, were a fruitful source of disaster. At the distance of one mile from the shore is a dangerous patch of rock of some extent, covered at half-tide, known as the great Skull Martin, and it was in consequence of wrecks on this reef that it was originally proposed to make a Life-boat Station at Ballywalter. Lighthouses and steam, however, have greatly decreased the perils from this source, and the Life-boat is now not often called out.

The present Life-boat, the *Admiral Henry Meynell*, was presented to the Institution by the Misses MEYNELL INGRAM, in memory of their uncle, in the year 1866.

The boat-house is built in a very convenient position, inside the breakwater, and the boat being kept on a carriage, can be launched at any time of tide under shelter.

The station is well superintended by the Rev. H. WILSON, who is the Honorary Secretary for this Branch, and the fishing population furnish a hardy and efficient crew.

# SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT INSTITUTION DURING THE FIRST SIX MONTHS OF 1876.



**RHOSNEIGIR, ANGLESEY.**—About 1 A.M. on the 3rd January, the barque *Clifton*, of Liverpool, was wrecked on Rhosneigir rocks. It being then moderately smooth, the crew remained by the ship in the hope of floating her off; but about 1 P.M., in consequence of increase of sea and wind, the bottom of the ship was penetrated by the rocks, and it began to break up. A signal of distress was then hoisted, and the Life-boat *Thomas Lingham* was promptly launched. She succeeded in rescuing all on board, consisting of 10 persons. The *Clifton* became a total wreck.

**CRESSWELL.**—At 2 A.M. on the 5th January, during a gale at S.E., the steamer *Gustaf*, of Gothenburg, in Sweden, was wrecked in Dunridge Bay, near Cresswell, on the coast of Northumberland. On the lights of the vessel being observed, the crew of the Life-boat *Old Potter* promptly proceeded to get their boat ready for service. Cresswell is a very small fishing hamlet, and every man in it except those infirm from age was required to man the boat; it remained for the women and

children to run the carriage into the sea, and launch the boat off it. The *Old Potter*, the gift of THOMAS HACKWOOD, Esq., had been only placed on the station four months previously. The darkness of the night, the violence of the sea, the inadequate strength of the party which had to launch the boat—all combined, together with want of practice on the part of the crew in getting a Life-boat off a lee shore in a gale of wind, to decrease the chances of success. It is not a matter of surprise, therefore, that, after getting fairly afloat, the boat was forced astern and ashore again by successive heavy seas. There seemed to be no prospect of saving the crew by the Life-boat; but it was thought that when the tide went down, if a rocket-apparatus were on the spot, a rocket-line might be thrown over the wreck. The nearest rocket-station was at Newbiggin, distant 5 miles. No men could be spared on such an errand. Three young women—MARY BROWN, aged fourteen; MARGARET BROWN, whose father and three brothers were drowned off this beach three years ago; and ISABELLA

ARMSTRONG—started off along the beach, and wading the River Lyne (an impossible feat at some states of tide), reached Newbiggin, alarmed the coastguard, and in due time returned to Cresswell with the rocket-apparatus and brigade.

In the meantime, however, the Life-boat's crew had not been idle, and a second and successful attempt was made at 4.30 A.M.: they succeeded in reaching the wreck after an arduous struggle, necessitated not so much by the violence of the wind, as by a heavy breaking sea on a lee shore. Fourteen persons, including 3 women, were on board the stranded vessel; they had no boats left, the last having been washed away with 4 men in it, who, strange to say, gained the shore alive.

By 5 A.M. the Life-boat had succeeded in landing the whole of the remaining 14 persons; the steamer eventually breaking up.

RAMSGATE.—At 6 A.M. on the 5th Jan., in consequence of signals of distress exhibited from the lightships, the Life-boat *Bradford* proceeded, in tow of the steamer *Aid*, to the assistance of the brig *Speed*, of Sunderland, which was ashore on the north-east part of the Goodwin. In conjunction with some Deal boatmen, the Life-boat's crew assisted in laying-out anchors and casting overboard the deck load, and with their aid and the help of the steam-tugs *Rescue* and *Cruiser* the vessel was ultimately got off the bank. It was blowing hard from the S.E. at the time this service was rendered. The brig carried a crew of 9 men.

On the 8th January at 7.15 A.M., the Harbour-master at Ramsgate received a telegram from the coastguard officer at Harwich thus worded: "Large ship ashore on Shipwash: *Liverpool* tug going out, but got no Life-boat." The Ramsgate steam-tug *Aid* was then alongside the wharf coaling, but with as little delay as possible she was got ready for service, and at 8.30 put to sea with the Life-boat *Bradford* in tow. The position of the wreck, as indicated by telegram, was about 40 miles dead to windward of Ramsgate; it was blowing a hard gale at E.N.E., while the weather was so cold that the salt water froze as it fell in showers over the bows of the steamer and Life-boat, and on the exposed crew of the latter. The "Shipwash" was reached at

3 P.M. This lightship is a little over 4 miles from the lighthouse on the mainland about Orfordness. From the crew of the Shipwash Lightship it was ascertained that the Norwegian barque *Hunter* had been wrecked on the bank during the night of the 6th, and on the morning of the 7th she was observed from the adjacent land and by various fishing smacks. During the night of the 7th the steam-tug *Liverpool* put out from Harwich, and soon after daybreak on the 8th succeeded in removing all on board, consisting of 9 persons, who had undergone great sufferings during their long exposure.

The Ramsgate tug and Life-boat, thus forestalled on their errand of mercy, made their way back to Ramsgate, where they arrived at 10.30 P.M.—all hands, especially in the Life-boat, terribly prostrated, having suffered much from the severity of the cold and the storm. They had passed over 90 miles of ground, and had been fourteen hours at sea.

In consequence of information brought into this port by the fishing smack *Summer Cloud*, at noon on the 12th April, the steam-tug *Vulcan* left the harbour with the Life-boat *Bradford* in tow, and made for the Long Sand, a shoal at the entrance of the Thames, about 20 miles from Harwich, and 30 nautical miles from Ramsgate.

The iron barque *Atlantic*, of Swansea, with a crew of 16 men, was found stranded on the shoal. Two Harwich fishing smacks and the Harwich steam-tug *Liverpool* were in communication with her. It was blowing hard from the N.W., with a considerable sea running.

The Life-boat *Bradford*, having slipped from the steam-tug on arriving at the shoal, about 4.30 P.M., boarded the distressed barque, and the crew were at once engaged to assist in throwing overboard the cargo of coal, and the steam-tug *Vulcan* to tow the vessel off the Sand as the tide rose.

Soon after midnight the combined effect of lightening the cargo, towing, and the flood tide, produced the desired results, and the *Atlantic* drove off into deep water, after bumping heavily. The Ramsgate tug then towed her to a safe anchorage in the Downs, and the Harwich party returned to their own port.

At 5 P.M. on the 12th March, when blowing a strong gale from the N., the schooner *Resolute*, of Peterhead, and brig

A. E. M., of Nantes, went ashore on the north-west part of the Goodwin Sands. The steam-tug *Vulcan* and Life-boat *Bradford* proceeded from Ramsgate to their assistance, and when within the proper distance the Life-boat was cast off from the steamer, which had towed her out, and making sail, anchored near the schooner, from which with great difficulty the crew rescued 6 men. Afterwards they closed the French brig, and the Life-boat men, wading through the water upon the sands, succeeded in removing the whole of her crew also, consisting of 8 persons.

The tug and Life-boat, with the 14 rescued persons, regained the harbour at midnight.

WITHERNSEA.—On the 8th January, at 5 A.M., the smack *Frank*, of Grimsby, having on board a crew of 10 persons, was driven ashore off Waxholme, 2 miles north of WitherNSEA, during an E.S.E. gale, accompanied by a heavy sea. The news having reached the Life-boat Station at WitherNSEA, the Life-boat *Pelican* was conveyed on her carriage by land and launched off the beach at the nearest point to the stranded vessel. She was successful in saving all on board the vessel.

During the night of the 27th March the smack *Victory*, of Hull, bound from the Dogger Bank to that port, was driven ashore north of WitherNSEA Pier. It was blowing hard from E.S.E., with a heavy sea running and thick rain. The wreck was discovered a couple of hours after midnight, and the Life-boat *Pelican* was promptly launched to her assistance. Unfortunately, scarcely had the Life-boat got through the worst of the surf, and fairly clear of the shore, than some people on the beach hailed to say that the crew had been saved. The Life-boat was accordingly run ashore; then it was ascertained that the news was untrue, and the crew still clinging to the rigging of the sunken vessel. The Life-boat had to be remounted on her carriage, and the difficulty and danger of launching off an open beach in storm and darkness a second time encountered. Eventually the Life-boat reached the wreck and succeeded in rescuing the entire crew of 5 men.

LOWESTOFT.—On the 14th January the Life-boat *Lætitia* proceeded under sail

to the assistance of the three-masted schooner *George Smeed*, of Rochester, which vessel, while on a voyage from Shields to Rochester, was observed to lose her foremast when off the Corton light-ship, it blowing from E.N.E. The Life-boat afterwards succeeded in bringing the vessel into port.

BROOKE.—On the 19th January at 8 p.m. the coastguard at this station discovered that a ship was on the rocks at Sudmore. The crew of the Life-boat *George and Anne* were summoned as soon as possible, and with the aid of horses the boat was conveyed on her carriage to the vicinity of the wreck, and launched about 10 p.m. through a heavy ground swell. Towards midnight she regained the shore with the crew of the wrecked vessel, 14 in number. The wind at the time was moderate; the wreck had been caused by a thick fog. The vessel's name was the *Mignonette*. She belonged to London, and was bound from Berbice, British Guiana, to London, with a cargo of sugar and rum.

NEWHAVEN.—On the 17th January, soon after noon, the Life-boat *Elizabeth Boys* was launched, and proceeded to the assistance of the screw steamer *Rubens*, of Liverpool, bound from Buenos Ayres to Antwerp, which vessel had gone ashore in a thick fog under Beachy Head. The Life-boat remained in attendance for the two following days and nights, till a change of weather rendered her presence no longer necessary.

On the 21st February at 8.30 A.M. this Life-boat again proceeded to Beachy Head to the assistance of the barque *Coonatto*, of London, which vessel, while on a voyage from Adelaide to London, with wool and copper, got ashore near the Head in a strong breeze at W.S.W. The Life-boat embarked those on board, and was about to make for Eastbourne to land them, when a signal was shown from that place, "Don't abandon ship," whereupon the Life-boat replaced the crew on board, but remained alongside till 3 p.m., it being expected, from the state of the weather, that the vessel at any moment might have to be abandoned. The Life-boat beached at Crowlink.

BUCKIE.—The schooner *Claudine*, of Antwerp, bound to Ipswich, was observed



about noon on the 20th January, when blowing very hard from S.W., with snow squalls, to be drifting to the eastward in a helpless and disabled state. The Life-boat *James Sturm* was thereupon launched, and proceeded out under sail to her assistance. The disabled vessel was boarded about 9 miles from the land, and the Life-boat's crew having afforded material assistance in repairing her damages, left two of their number on board, and landed about 8 A.M. The schooner, thanks to the timely aid thus afforded, got safely into Macduff Harbour.

At daylight on the 11th April the schooner *Elizabeth*, of Llanelly, was discovered in a dangerous position, on a lee shore, 5 miles from this station. It was blowing a gale from the N.E. at the time, accompanied by heavy squalls of snow: and the vessel was riding with three anchors down, all her masts gone by the board, and the bulwarks washed away. The Life-boat *James Sturm* was manned, and stood off to the vessel under sail. She succeeded in boarding her, and landed the entire crew of 5 persons in safety about noon.

NEW BRIGHTON.—About sunset on the 17th January the barque *Brothers Pride*, of St. John's, bound from that port for Liverpool, while in tow of a steam-tug, got ashore on Taylor's Bank at the entrance of the River Mersey. The weather was foggy, but the wind so moderate that, in expectation of being able to float her off, the steam-tug at once proceeded into port to obtain lighters to receive part of the cargo. On her return to the stranded vessel, however, the wind and sea had increased to so dangerous an extent that all communication was cut off, the heavy rollers on the shoals breaking incessantly over her. The steam-tug *Tartar* was sent back into the river for a Life-boat, and at 11 P.M. found the tubular Life-boat *Willie and Arthur* ready for service, the crew being on the alert. This Life-boat was promptly taken in tow, but the *Tartar* got ashore on the way out, and the Life-boat was swept under her sponsons by the heavy sea, to the great peril of the crew and damage of the Life-boat. Getting clear of the tug, the Life-boat eventually reached the wreck at 2.30 A.M., and succeeded in rescuing the 11 persons who formed the

crew, with whom she returned to her station at New Brighton at 5 A.M. on the morning of the 18th. Most of the rescued men had to be conveyed to the hospital, in consequence of their having been severely frost-bitten during their night's exposure on the wreck and in the Life-boat.

At 3.40 P.M. on the 4th March, in consequence of signals from the Rock Lighthouse at the entrance of the Mersey, the tubular Life-boat *Willie and Arthur* started in tow of the steam-tug *Wonder* for the Formby Spit. A moderate gale was blowing from the W.N.W., accompanied by a heavy sea. On nearing the Spit it was found that the schooner *Iona*, of Belfast, bound from Bridgewater to Liverpool with a cargo of stone, had struck on the bank and foundered, but the mast remaining above water, 3 of the crew had succeeded in securing themselves in the rigging; the master, however, was washed away and perished. The Life-boat had great difficulty in embarking the rest of the men. After the rescue had been effected she was obliged to remain at anchor near the wreck for a couple of hours till the tide turned, as she was unable to stem it. Eventually she made sail and succeeded in reaching the steam-tug, which towed her back to her station by 8 P.M.

WINCHELSEA.—On the 21st January, at 2.30 A.M. the Life-boat *Storm Sprite* was launched, in consequence of signals of distress being observed from the brig *Fred Thomson*, of Dundee, which vessel, while on a voyage from Boston to London, had got ashore off Tower No. 32 whilst it was blowing hard at S.W. As there seemed a chance of saving the vessel, the coxswain was asked by the master to remain by him, and accordingly the Life-boat stayed alongside till day broke, when the weather moderated, and eventually the vessel was got off.

SILLOTH.—At 7.30 A.M. on the 24th January, the Life-boat *Angela and Hannah* proceeded through a heavy gale at S.S.W. to the assistance of the schooner *Tweed*, of Greenock. This vessel had struck on the north-west end of the Powfoot bank, and soon became a total wreck. The crew of 5 men and a pilot were saved with difficulty, as the sea was breaking continually over the stranded vessel. The Life-boat regained her station with the

6 rescued persons on board at about 11 o'clock, having been towed back by the steam-tug *Arabian*.

**WEST HARTLEPOOL AND REDCAR.**—At 11.15 p.m. on the 5th February night signals of distress were observed from the direction of the South Gare, at the entrance of the River Tees. It was blowing a gale from E.N.E., with snow, and a heavy sea was running. As soon as the crew could be got together, the No. 1 Life-boat, the *James Davidson Shaw*, was launched from West Hartlepool, and proceeded in tow of the North-Eastern Railway Company's steam-tug *Freedom* to render assistance. Having approached to within a mile of the wreck, the Life-boat was cast off, and she proceeded through a heavy sea to board her. The vessel proved to be the barque *Emily*, of North Shields, bound from that place to Carthage. She had a crew of 17 men, 13 of whom were landed by the Life-boat, which, unable to regain the steam-tug, beached near Coatham. The master of the *Emily* and 3 others remained by their vessel, which held together till the next day.

At 6 a.m. on the 6th the Redcar Life-boat *Burton-on-Trent* landed the remaining 4 persons, the gale continuing, accompanied by a heavy sea.

**NEWCASTLE, DUNDRUM BAY.**—At 1 p.m. on the 13th February, the brigantine *Trader*, of Portaferry, was seen driving before a hard gale, at S.E., into Dundrum Bay. The *Trader* had lost her foretopmast and was otherwise disabled aloft, and had a signal of distress flying. The Life-boat *Reigate* was launched and proceeded out, under the direction of Captain C. GRAY JONES, R.N., Assistant-Inspector of Life-boats. The disabled vessel struck the ground off the entrance of the Castle River, and at the same moment the Life-boat got within reach of her, and ultimately succeeded in embarking and landing in safety the whole crew of 4 men.

**PORTMADOC.**—During the forenoon of the 18th February the ship *Turkestan*, of Liverpool, bound to that port from New York, got ashore near the bar at the entrance to this harbour. It was blowing fresh at S.S.W., with too heavy a sea to admit of the stranded vessel being boarded

by an ordinary boat; the steam-tug *James Conley* therefore made for the Life-boat station at Criccieth, and eventually towed to the vicinity of the *Turkestan* the Life-boat *John Ashbury*. By her means the crew of 22 persons were landed in safety. The master and some of his officers decided to remain on board the stranded ship, on it being agreed on the part of the Life-boat crew that they would return in the Life-boat and remain by the vessel till she was got off or broke up. The Life-boat was accordingly employed on this service until the next day.

**DOUGLAS, ISLE OF MAN.**—On the 18th February the brigantine *Lapwing*, of Liverpool, bound from that port to New Calabar, was at anchor in a dangerous position, having previously lost sails, &c., in Douglas Bay; the master and part of the crew being on shore, whither they had gone to purchase stores. The wind having increased to an extent which precluded the use of an ordinary boat, the No. 2 Life-boat, the *John Turner-Turner*, was sent out with the master and other necessary aid.

**FRASERBURGH, N.B.**—On the 19th February, during a storm of unusual violence from the N.E., the schooner *Augusta*, belonging to Sunderland, and bound from that port to Little Jersey, was wrecked on some rocks to the leeward of this harbour. The Life-boat *Charlotte*, having put to sea, bore down upon the wreck, anchored in a suitable position, and succeeded in taking on board the whole crew, 4 in number. In a very short time afterwards the wreck went to pieces. The rescued crew were not yet safe, however; for, on the Life-boat weighing her anchor, it was soon found that the utmost power of the oarsmen was insufficient to force the boat against the gale towards the mouth of the harbour; and at length the coxswain, finding his boat fiercely beaten down upon a rocky lee shore, had the anchor let go: two heavy seas in succession striking the boat just at that time, however, the anchor did not bite in time, and when it at length brought up the boat, her stern came into collision with the rocks. As it was manifest that she would eventually destroy herself in that position, and all on board be left beating about in the sea, the coxswain ordered the

cable to be cut, trusting that the heavy sea would force so buoyant and tough a boat far enough up on the rocks to enable those on board to escape. The coxswain's judgment proved a thoroughly sound one; and the Life-boat, though she was reduced to the condition of a wreck herself, carried the whole 17 persons on board safely on to hard, firm rock. A small channel still separated from the mainland the rock on which the Life-boat crew and the crew of the *Augusta* had thus been landed, but the shoal outside making smooth water in it, two ordinary boats were launched from the shore, and crossing the channel, finally succeeded in landing, in perfect safety, the whole party, whose arrival was hailed by the cheers of an immense crowd of people, who, with intense anxiety, had been watching the varying fortunes of the two crews for so long.

POOLE.—The Life-boat *Manley Wood*, stationed at the entrance of this harbour, put to sea on the 12th March, during a strong gale at S.W., to assist the crew of a vessel reported to be ashore near Bournemouth. The ketch *William Pitt* was found ashore surrounded by broken water, not far from Bournemouth Pier. One man only was on board, who was rescued by the Life-boat. The steam-tug *Royal Albert*, which was in waiting in deeper water, then took the Life-boat in tow and brought her back to her station, after an absence of two hours.

ANSTRUTHER, N.B.—As one of the congregations of this town were coming out of church on the evening of the 26th March, the signal gun was fired to summon the crew of the Life-boat *Admiral Fitzroy*. The schooner *Anna*, of Rensburgh, had been driven ashore on the Gat rock, near the entrance to the harbour, it blowing hard from the S.E., and a heavy sea setting up the Firth. It was dead low water, and great difficulty and delay would have occurred in launching the boat, had not the greater part of the above-mentioned congregation turned-to, and with hearty good will ("Sunday clothes" notwithstanding) transported the Life-boat on her carriage along the basin of the new harbour, and down over the shallows to the edge of the reef, through which she was launched, and was not long in reach-

ing the wreck. ' In hopes of doing something for the stranded vessel herself, the Life-boat remained alongside till 10 P.M.; then all hope was abandoned, and the crew of 4 men were brought ashore; the *Anna*, which had been bound from Toning to Burntisland, becoming a total wreck.

THURSO, N.B.—Eleven lives were saved by the Life-boat *Charley Lloyd*, on the afternoon of the 7th March. On that day a heavy gale was blowing from W.N.W., when the barque *Walker Hall*, of Sunderland, having dragged her anchors from Scrabster Roads, hoisted signals of distress. The Life-boat succeeded in boarding the distressed vessel before she came into collision with the rocks on the lee side of Thurso Bay, and, having embarked all on board, bore away for the river; but being unable to cross the bar from the heavy sea on it, kept away for Murkle, where she eventually landed the rescued men at 4 P.M. She was unable to regain her proper station at the Scrabster side of the bay for some days afterwards. The barque parted her cables and became a total wreck.

WEXFORD.—At noon, on the 8th March, the sloop *William*, of Wexford, was wrecked on the north bar during a westerly gale. On observing her signals of distress, the *Ethel Eveleen No. 1* Life-boat proceeded to her assistance, and succeeded in rescuing the crew of 6 persons, who were found clinging to the rigging, the hull of the vessel being under water. This service was most promptly rendered and skilfully executed.

BROADSTAIRS.—At 5 P.M., 12th March, the schooner *Lion*, of Goole, bound from Hull to the Isle of Wight, was observed driving before a heavy gale at north, with signals of distress flying. The signal guns of the station having failed to assemble the proper number of men, the Life-boat *Samuel Morrison Collins* was launched with part of the crew only, the place of one being filled by Major ELYARD, of the 2nd Royal Surrey Militia, an active member of the Local Committee. Stretching off under sail, the Life-boat succeeded in boarding the disabled vessel about 5.30 P.M. She was found to be in a deplorable condition, especially aloft. The Life-boat's crew, however, succeeded in carrying her safely

into Dover Harbour on the following day, at which time they had been twenty-four hours without breaking their fast. The *Lion* had a crew of 4 men. Major EL-YARD has long been distinguished in the Life-boat service—which he culminated on this occasion. Accordingly, at the monthly meeting of the Institution in April last, it was decided to present him with its gold medal, which is the highest honour in the power of the Society to bestow, in recognition of his series of gallant services in the Broadstairs Life-boat. He had been out in the Life-boat altogether 18 times on service, and had assisted to save 49 lives from different wrecks. By order of Major-General Sir GARNET WOLSELEY, G.C.M.G., K.C.B., the Inspector-General of Auxiliary Forces, the gold medal was presented to Major EL-YARD at the head of his regiment on a brigade field-day held on the Queen's Birthday.

DOVER.—On the 12th March, at 6 A.M., when blowing hard at E., the sloop *Edith*, of Lowestoft, with a crew of 10 men, struck on the Mole rocks off this harbour, and remained aground. The wind and sea increasing, at 8.30 the Life-boat *Royal Wiltshire* was launched to her assistance, and by laying out a hawser to the north pier, enabled the stranded vessel to swing off the rocks with the rising tide, and haul into Dover Harbour.

GROOMSPORT, IRELAND.—During a gale at W.S.W. on the 14th March, the brig *Linwood*, of Maryport, came to an anchor off White Head in a dangerous position. At 2 P.M. she parted her cables, and about the same time hoisted signals of distress. The Groomspoint Life-boat *Florence* was promptly launched, and stood off to the distressed vessel under sail, with the intention of rescuing her crew before she fell among the rocks; fortunately for the *Linwood*, however, soon after the Life-boat got alongside, the steamer *Voltaic*, of Liverpool, bound up the Loch, observed her danger, and turning out of her course, succeeded in taking her in tow, and ultimately into port; the distressed vessel being also assisted by some of the Life-boat's crew.

STAITHES, YORKSHIRE.—On the afternoon of the 15th March the Life-boat *Hannah Somerset*, placed by the Institu-

tion at this small town on the Yorkshire coast a few months ago, was successful in saving the lives of 15 persons from the wrecked screw steamer *Bebside*, of Newcastle-on-Tyne, which vessel, whilst on a voyage from that port to London, was cast away near the Conbar Steel, north of Staithes, during a N.W. gale. A heavy sea was running, and the Life-boat's crew had at one time a hard pull to reach the wreck, which was to windward of Staithes. Previous to the arrival of the Life-boat a fishing coble, which was near, had put off, and managed to embark 3 of the crew, whom she also landed in safety.

On the 10th April the Life-boat *Hannah Somerset* was launched to aid 3 fishing cobbles, which having been caught outside in a sudden on-shore storm were unable to land. The Life-boat, having pulled out against a heavy sea, joined company, and the four boats bore up together for the shore, the cobbles having this surety, that in the event of a capsizing aid was close at hand. The fishing boats reached the shore in safety, after some very narrow escapes, and so avoided having to keep the sea in the momentarily increasing gale.

ARKLOW, IRELAND.—At 8.30 P.M. on the 19th March, the weather being fine and clear, and the wind moderate, the ship *County of Ayr*, of Glasgow, bound from Glasgow to Batavia, stranded on the Jack's Hole, a part of the Arklow Banks, which are 6 miles from the coast of county Wicklow. At 8.30 A.M. on the following day, as the wind had then freshened, the Life-boat *Out-Pensioner* was launched from her station at Arklow, and proceeded to the stranded vessel to offer her assistance. On gaining the ship it was ascertained that the crew of 13 men had already landed in their own boat, but the master and mate remained on board, expecting that she would be got off. The Life-boat therefore stood by the *County of Ayr* till the morning of the 21st, at which time the wind had increased to half a gale, when she returned to her station with the mate and cook. Somewhat later the master also made good his escape, and the ship went to pieces.

CAISTER, NEAR GREAT YARMOUTH.—At 8 P.M. on the 19th March, the lights of a vessel, supposed to be on the Barber Sand,

were observed from this station, and the No. 2 Life-boat, the *Godsend*, proceeded to her assistance. A snowstorm from the N. was raging at the time, and on the Sand especially a heavy sea was running. On arrival at the Sand the Life-boat's crew perceived that the vessel, though in a dangerous position, was on the off-side of the sand, and still afloat, and apparently she required no assistance; they therefore returned to their station. But they had hardly hauled up the Life-boat when signals of distress were exhibited. The tide had now turned, however, and it being impossible to beat to windward against gale and tide, the steam-tug was sent for, and on her arrival an hour after midnight, the No. 1 Life-boat, which is of larger size and named the *Birmingham*, was launched and proceeded in tow to the wreck, which turned out to be that of the vessel previously observed in the No. 2 boat, and was the schooner *Killin*, of Greenock, bound from Thurso to Yarmouth. The Life-boat found the vessel had already driven up among the breakers in the very midst of the Barber Sand. She anchored as near as she dared, but the extreme darkness of the night rendered it impossible for a boat of her size to approach near enough to the wreck then to rescue her crew. The steam-tug was thereupon sent back to bring out the smaller Life-boat, the *Godsend*, which, towards daylight, arrived; but in the meantime the larger Life-boat, taking advantage of the rising tide, and a temporary lull in the fall of snow, had veered down to the wreck, and after sustaining a severe bumping from coming in contact with the Sand, succeeded in hauling on board, with a line and life-buoy, the whole crew of 5 persons, who had then been five hours lashed in the rigging, their vessel having sunk. The two Life-boats returned to the shore at 7 A.M. on the 20th, with the rescued men.

On the night of the 10th June, signals from the Newarp, Cockle, and St. Nicholas Lightships indicating a vessel in distress were observed from Caister. The surf Life-boat *Godsend* was launched, and proceeded in tow of a steam-tug, which had been fetched from Yarmouth, to the Newarp Lightship. On arriving there the captain, pilot, and 12 of the crew of the ship *McNear*, of Boston, U.S., were found to have taken refuge there on

their vessel stranding on Hammond's Knoll, the remainder of the crew having been rescued by a passing ship. The 14 men were taken into the Life-boat and safely landed at Yarmouth. Meanwhile the Caister large Life-boat, the *Mincing Lane*, proceeded under sail, and came up with the ship, which had floated off the sand and was in charge of 3 Norwegians from a schooner near her, 3 Southwold pilots, and 1 of their men. With the joint assistance of these men and the Life-boat crew the vessel, which was on a voyage from Shields to Bombay with a cargo of coal, was taken safely into port.

LYNMOUTH AND ILFRACOMBE, DEVON.—On the 19th March the *Lizzie Morton*, of St. Ives, encountered a heavy squall, when off Lynmouth, which carried away her foremast, bowsprit, and bulwarks; in a helpless state she subsequently drifted before a strong breeze at E.N.E., till she came into dangerous proximity to the rocky coast off Highveer Point, where she let go both anchors, and hoisted signals of distress, which were promptly answered by the Lynmouth Life-boat *Henry*, which, after a hard pull of one hour and a half, succeeded in getting near her about 11.30 A.M., and in safely landing from her all on board, consisting of 5 persons. Great difficulty was experienced in getting the men out of the disabled vessel, as, on account of the heavy sea, the Life-boat could not go alongside, and all the crew had to be hauled on board by a line and life-buoy. The colours, Union down, were left flying, and a passing vessel arriving at Ilfracombe having reported that a vessel with that distress signal up was riding to her anchors in a dangerous position, the Ilfracombe Life-boat *Broadwater* put to sea, and later in the day succeeded in boarding the deserted *Lizzie Morton*, and the weather having moderated for the time, succeeded, after great labour, in carrying her safely into Ilfracombe Harbour on the morning of the day following.

NEW ROMNEY.—Late in the evening of the 10th April, the Dutch schooner *Tobina*, of Pekela, from Sunderland, dragged her anchors during a strong gale, and was seen from the shore to strike on the Roar Bank, heel over, and go down. The crew found refuge in the rigging, part of the

masts being above water, as it was low tide.

The Life-boat *Dr. Hatton*, stationed at New Romney, was launched with difficulty over the widely-extending soft sands, and at 8.30 P.M. reached the wreck. Two of the crew had already perished after a futile attempt to escape in their own boat. The remainder, 5 in number, were rescued by the Life-boat. Aid had arrived only just in time, as the flowing tide would soon have washed every one from the rigging.

This highly creditable rescue, coupled with the series of good and gallant services performed by the crew of this Life-boat (who are all coastguardmen), under the command of MICHAEL MURPHY, chief boatman of coastguard, and coxswain of the Life-boat during a period of eight years, induced the Institution to vote to MURPHY its silver medal, together with a vote of thanks on vellum.

LYTHAM.—About 11 A.M. on the 11th April, the schooner *Wyre*, of Fleetwood, having had all her sails blown away, was forced ashore, by the violence of a N.W. gale, on the Horse Bank, at the entrance to the River Ribble. Heavy snow-squalls accompanied the gale.

The Life-boat *Wakefield* was launched directly the wreck was observed, and being taken in tow by a steamer, was placed sufficiently far to windward to fetch across the shoal water by 1 o'clock. She at that time, therefore, cast off from the steamer, and making her way through a heavy cross sea to the wreck, the hull of which was now under water, succeeded in taking the surviving 2 men from the rigging, a third having perished some time previously.

SHERINGHAM, NORFOLK.—On the 14th April, at daylight, the schooner *Wells*, of Goole, was observed at anchor off this station, with a signal of distress flying. The schooner was in a dangerous position on a lee shore, a heavy easterly gale was blowing, accompanied by snow squalls. The Life-boat *Duncan* was promptly launched, and boarded the schooner about 7 A.M., having stood out under sail. The crew of the Life-boat having taken charge of the *Wells*, slipped her cables and carried her to a safe anchorage at Blakeney, from whence she was subsequently towed

into port. She carried a crew of 4 men, and 1 woman was also on board.

HUNSTANTON.—Early on the 14th April the schooner *Alabama*, of Goole, while on a voyage from Cliff Creek to Hull was wrecked on the Woolpack Sands, during a gale at E.N.E., accompanied by a heavy fall of snow. The Life-boat *Licensed Victualler* was conveyed by road to Shornham, 4 miles from her station, and launched off the beach through a heavy surf about 10 A.M. At noon she succeeded in reaching the *Alabama*, which vessel had already sunk. One man alone remained clinging to the rigging, who was taken off only just in time, being greatly exhausted. A second had been washed off, and was rescued from the sea with the greatest difficulty. The other portion of the crew, 2 in number, had succumbed to the severity of the cold, let go their hold, and were washed off and drowned before the Life-boat arrived. The Life-boat regained the shore, with the 2 men who had so narrowly escaped, at 1.30 P.M.

SKEGNESS.—On the 14th April, at 8.30 A.M., the ketch *Elizabeth*, of Goole, while on a voyage from London to Gainsbro', was observed off this station in a disabled state, with signal of distress flying, and the crew in the rigging. A gale, with snow, was blowing from E.N.E., i.e. on shore, and in a short time the *Elizabeth* was observed to strike the ground and swamp. The masts remained above water, with the crew lashed in the rigging. The Life-boat *Herbert Ingram* tried to launch, but on the first and second attempts was washed back on the beach, broadside on, by the violence of the surf. A third effort was made, and about 9.30 A.M. she succeeded in getting clear of the beach, and by 10 o'clock reached the wreck. Two men were rescued from their perilous position, a third had perished previous to arrival of the Life-boat, and a fourth, supposed then to have been lost, had been picked up by the brigantine with which the *Elizabeth* had been in collision.

MONTROSE, N.B.—On the 17th April some of the fishing fleet of Montrose were caught outside the bar of the river in a sudden storm from the S.E. Many boats which were in great peril hove-to outside, unwilling to take the bar. The Life-boat

*Mincing Lane* was therefore launched at 8 A.M., and, pulling out to the bar attended each vessel, as she bore up for the attempt, and returning each time for the next boat, was ready to render assistance if any of them broached-to or foundered, and so continued till 20 open fishing boats, carrying about 100 men, were thus conveyed to a place of safety in the river.

**BOULMER, NORTHUMBERLAND.**—During the night of the 27th April the ketch *Bavington*, of Newcastle, while on a voyage from Middlesborough to Dundee, was wrecked on the North Steel rocks. A fierce gale, with heavy rain, was blowing from the E.S.E. The wreck was observed by the Boulmer men soon after midnight, and about 2 A.M. on the 28th, after encountering great difficulty, owing to the tide being out, they succeeded in launching the Life-boat *Robin Hood of Nottingham*. By 4 A.M. this Life-boat had regained the shore, having with difficulty saved 4 men from the rigging of the *Bavington*, which had sunk before they reached her. The Boulmer men deserve great credit for the good look-out kept, and the prompt and hearty manner in which they set about rendering assistance. With the crew clinging to the rigging of a sunken ship in a storm at night, a few moments' delay often renders the most gallant efforts of no avail.

**MOELFRE, ANGLESEY.**—About dark on the evening of the 29th April the schooner *John*, of Runcorn, bound from Penmaenmawr to Dublin, was observed in a dangerous position in Moelfre Bay, during a strong gale from the eastward. The *John* had lost all her masts by the board, and had a signal of distress flying when boarded by the Life-boat *Lady Vivian*, which had been promptly manned and launched on the distressed vessel being observed. The Life-boat was successful in rescuing the crew of 3 men. At a later date, the Life-boat, with other assistants, succeeded in bringing the dismayed schooner into port.

**LYDD, DUNGENESS.**—At 2 A.M. on the 18th May, the Russian barque *Ilmatar* got ashore off Dungeness, during a fresh gale at E.N.E., a heavy sea running. The Life-

boats on this part of the coast are mainly dependent on the coastguardmen for crews; on this occasion the greater part were absent at drill on board the district ship, and it was found impossible to assemble a sufficient number to launch and man the Life-boat *David Hulett*, stationed at this point. The coastguard, therefore, manned their own four-oared galley, and made for the stranded vessel in her. The boat, however, was unequal to the service, and before long swamped and capsized, passing over the crew as she drove to leeward. The men, however, supported by their life-belts, regained their waterlogged boat and drove up on the beach again with her. The boat was promptly got ready for service once more, and being conveyed along the beach to the haul-off warp laid down for the Life-boat, a second attempt, which proved successful, was made, and between 3 and 4 o'clock in the morning, the coastguard boat got alongside the stranded vessel. It was thought that there was no immediate danger of the ship breaking up, and it was settled that the master's wife should be brought ashore, she being lowered over the stern by ropes, a work of difficulty and danger to her and all concerned, one of the boat's crew being washed overboard. The master also was got into the boat and both were landed in safety. At 2 P.M., the wind and sea having greatly increased, and the ship showing signs of breaking up, the Life-boat was launched, assistance having by this time been obtained from the surrounding country, and the crew of the Russian vessel, 15 in number, were safely landed by her.

**WHITBY.**—On the afternoon of the 24th May some of the fishing craft of Whitby put to sea in comparatively moderate weather, but towards evening a violent gale sprang up, accompanied by a heavy sea, and 4 of the cobsles were seen labouring and rolling in a fearful manner. The Life-boats *Robert Whitworth* and *Harriott Forteach*, stationed at Whitby, thereupon put off to their assistance, and, with great difficulty and danger, rescued the crews, consisting of 12 men. The cobsles, with their fish, &c., had to be abandoned, but they were subsequently washed upon the beach, though in a somewhat damaged condition.

## ADDITIONAL STATIONS AND NEW LIFE-BOATS.



**PENARTH, SOUTH WALES.**—The Life-boat on this station, in compliance with the urgent and repeated requests of the crew, has been replaced by a smaller boat, for it was found that, on account of there not being a sufficient number of men on the spot to work efficiently the larger one, there was much delay before the boat could be launched when needed, and her usefulness was thereby greatly limited. This difficulty, it is hoped, will be overcome in the case of the new Life-boat sent there last November. That boat is 30 feet long, 8 feet wide, and rows 8 oars double-banked; it was provided with a new transporting carriage, the expense of the Life-boat's equipment being contributed by the Hon. Mrs. DENMAN, in memory of her late husband, Admiral the Hon. JOSEPH DENMAN, after whom the boat is named.

On the 10th November the first launch of the Life-boat at its station took place. After a religious service conducted by the Rev. C. PARSONS, Rector of Penarth, the Rev. JOHN CAWSTON, R.N., handed over the boat to the Institution on behalf of the donor; he paid a high tribute to the late Admiral DENMAN, and said he felt sure that gallant officer would have desired no better memorial for himself than an actively benevolent one like the Life-boat, for the preservation of human life when in grievous distress and danger. Mrs. DENMAN then named the boat, which

was thereupon launched and put through the usual evolutions, the crew expressing themselves as well pleased with it, feeling that it was better suited to the local requirements than the former one.

**TYRELLA, CO. DOWN.**—At this Life-boat Station the boat, after some years good service, was found to be rapidly becoming unfit for further use; the NATIONAL LIFE-BOAT INSTITUTION has accordingly removed it, and sent there in its stead a 30-feet 8-oared boat, provided with a transporting carriage. The new Life-boat has been provided from funds placed at the disposal of the Institution by the Misses PEACH, of Langley Hall, near Derby, the same having been realised by the sale of their needle and other work. The boat is named the *Memorial*; it was sent to its station *via* Belfast, and had to be drawn thence by road to Tyrella on its own carriage, a distance of 34 miles. The journey being safely accomplished under the direction of Rear-Admiral D. ROBERTSON, Assistant-Inspector of Life-boats, the launch took place with the usual ceremonies on the 17th December. Since then the boat has been tried in rather rough weather, when the crew were entirely satisfied with it.

**BALBRIGGAN, CO. DUBLIN.**—A new Life-boat establishment has been formed by the Institution at this place, where it was



thought a boat would be useful, and where a lamentable shipwreck, with loss of life, took place last year. The whole expense of the formation of the station has been defrayed by Mrs. LANGWORTHY, of Manchester; the boat, in accordance with the desire of that lady, being named the *Maid of Annan*. It is 30 feet long, 6½ feet wide, and pulls 6 oars single-banked. It is provided with a transporting carriage, and a substantial and commodious house has been erected for its reception, while a launching slipway has also been constructed in front of the house for the use of the boat. The Life-boat reached its station on the 23rd December last, and when afterwards tried by the crew, who worked well together, it gave every satisfaction. This new Life-boat Station received the hearty co-operation of H. A. HAMILTON, Esq., J.P., in its formation and subsequent management.

ST. SAMSON'S, GUERNSEY.—A larger and more powerful boat has been sent to this station by the Institution, in lieu of the former one, which was considered too small for the requirements of the place. The new Life-boat, which is a 32-foot 10-oared one, was presented to the Institution, with its carriage and equipment, by Mrs. and the Misses LOCKETT, of Liverpool, in memory of a deceased son and brother, after whom the boat is named the *John Lockett*. Those ladies were present at the first launch of the Life-boat at its station on the 21st October, which was very successful in every way. The boat, mounted on its carriage, was drawn by eight fine horses, lent by Mr. JOHN HAMLEY, through the principal towns of the island, being escorted by a band of music and a great crowd of spectators. On arriving at the shore, Mr. LOCKETT, a relation of the donors, handed over the boat to the Institution and the Local Committee, which were represented by the Assistant-Inspector of Life-boats, and Captain PHILIP DE SAUSMAREZ, R.N., President of the Branch, who expressed the hearty acknowledgments of the Parent and Branch Institutions for the handsome and pleasing gift. The Rev. R. J. OZANNE, assisted by the Rev. G. E. LEE, then read the dedication service over the boat, which was afterwards named by Miss LOCKETT, and launched amid the loud cheers of the multitude who had assembled on the

occasion. After rowing about the harbour, the sails were hoisted and the boat put to sea for a cruise, the wind blowing fresh at the time, affording a pretty good test of its qualities, which were pronounced very satisfactory. After about half an hour the boat returned to the harbour, where capsizing and other evolutions were gone through, and she was then hauled up on her carriage and taken to her station at St. Samson's. It should be added that the London and South-Western Railway Company generously gave the new boat and carriage a free conveyance to their station; while Captain RICHARD PEAKE, a member of the Local Committee, did the Institution similar service by bringing the old boat and carriage to London on board his vessel, free of charge.

HARTLEPOOL.—At the invitation of the Harbour Commissioners, the NATIONAL LIFE-BOAT INSTITUTION has undertaken the responsibility and management of the three Life-boats at this port, which had formerly been unconnected with it. It has replaced two of the boats by self-righting Life-boats; one of the new boats is 33 feet long, 8½ feet wide, and rows 10 oars, double-banked; it possesses the usual valuable characteristics of the self-righting boats, and is furnished with a transporting and launching carriage, and full equipment of general stores. A substantial and commodious house has been erected for the boat and carriage on a convenient site on the North Sands, while a launching shipway has also been constructed for their use. The expense of this Life-boat establishment was defrayed by Mrs. MATHER (now Mrs. JERNINGHAM), of Longridge House, Northumberland, in memory of her late husband, after whom the boat is named the *Charles Mather*. The other is a 35-foot 10-oared Life-boat, and it is stationed at the harbour in a new house prepared for its reception. The cost of that Life-boat establishment was met from a trust fund placed at the disposal of the Institution by G. P. WRAGGE, Esq., of Birmingham, on behalf of the late Rev. CHARLES INGLEBY, of Cheadle, Staffordshire, the boat being named the *Charles Ingleby*. The inauguration of the two new Life-boat establishments, which have cost altogether nearly 2,000*l.*, took place on the 18th May last. On that occasion

they were handed over by the Assistant-Inspector of Life-boats to the care of the Local Committee, the gift being accepted by the Rev. JOHN BURDON, J.P., President of the Branch. Prayer having

then been offered by the Rev. E. SHAW and the Rev. E. R. ORMSBY, Mrs. BELK, wife of the Town Clerk, named the two boats, which were then launched, and tested in the usual manner.

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

THIS Society held its Thirty-seventh Annual Meeting at the City Terminus Hotel on the 10th May last. The chair was taken by His Grace the DUKE OF MARLBOROUGH, K.G., the President. Amongst those present were THOMAS BRASSEY, Esq., M.P., Admirals Sir CLAUDE BUCKLE, K.C.B., Hon. JOHN SPENCER, G. S. HAND, C.B., and A. BOYLE; Captain the Hon. FRANCIS MAUDE, R.N., and a number of ladies.

The Chairman, in opening the proceedings, feelingly put before the meeting the great benefit the Society conferred on seamen of all nations in distress, and their bereaved families, and said there was never a winter in which the services of the Society were not brought into requisition. They were by no means losing ground, but were increasing in prosperity and usefulness.

The Secretary, Commander W. H. SYMONS, R.N., then read the Report, which stated that, through the blessing of God, the more the Charity became known, the more its benevolent operations were appreciated, and especially among Fishermen and Mariners, for whose benefit it was especially instituted, and of whom 48,276 voluntarily contributed last year the sum of 7,241*l.* to its funds. The Committee, besides giving 4,918*l.* in annual grants to 1,626 widows, had been able to enlarge the operations of the Society during the past year by setting apart a portion of the funded property to giving small gratuities to a limited number of old, worn-out, and necessitous members in extreme and special cases; in addition to which there was the "Mariners' National Mutual Pension and Widows' Fund," established and guaranteed by the Society for granting pensions to disabled seamen or their widows.

Amongst the many gratifying contributions received by the Society during the past year were the following:—The late GEO. BALLARD, Esq., 100*l.*; T. BLACKALL,

Esq., M.P., 50*l.*; Clyde Trustees, 50*l.*; Baroness BURDETT COUTTS, 50*l.*; and portion of the sum left for charitable purposes by the late W. D. HOOPER, Esq., Whitby, per Rev. WM. VALENTINE, 90*l.*

Various legacies had also been received. The number of persons relieved last year consisted of 4,369 shipwrecked people of all nations, cast destitute on our coasts, and 6,239 widows, orphans, or aged parents of the drowned, making a total of 10,608 persons, at an expense of 19,795*l.* 14*s.* 2*d.*; and since 1851 the Committee had voted 35 gold and 258 silver medals, and 2,228*l.* for heroic exertions in rescuing 5,940 persons from drowning.

The Report was moved by the Rev. J. RICHARDSON, and seconded by Mr. BRASSEY, M.P.; the latter stating that he believed the Society was engaged in a most useful and benevolent work. Other resolutions having been carried, the retiring members of the Committee were re-elected, and a vote of thanks to the Chairman terminated the proceedings of a very interesting meeting.

### SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 6th January, 1876:

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

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

Also the Report of Rear-Admiral J. R. WARD, Inspector of Life-boats to the Institution, on his recent visits to Harwich, Lowestoft, Pakefield, and Wells.

Also the Report of Rear-Admiral D. ROBERTSON, Assistant-Inspector of Life-boats, on his visits to Courtmacsherry, Queenstown, Youghal, Ballycotton, Ardmore, Dungarvan, Waterford, Belfast, Tyrella, Dublin, Howth, and Balbriggan.

Also the Reports of Captain C. GRAY JONES, R.N., Second Assistant-Inspector, on his recent visits to Eyemouth, Girvan, Ballantrae, Port

Logan, Whithorn, Kirkcudbright, Tynemouth, Aldborough, Thorpe, Dunwich, and Southwold.

Read letter from his Grace the DUKE OF ARGYLL, K.T., of the 4th December, expressing his satisfaction that the new Life-boat for Campbeltown was to be named the *Princess Louise*, in honour of Her Royal Highness the Marchioness of Lorne.

[The special contributions and legacies received by the Institution during the month of December are given in the Annual Report, published on the 1st May, 1876.]

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

	£.	s.	d.
The late FREDERICK SHEPPARD, Esq., of Folkeington, Sussex . . . . .	2,000	0	0
The late Miss H. M. HARRISON, of Bath, for a Life-boat to be named the <i>Helen of Foxley</i> (duty free) . . . . .	500	0	0

Decided, on the recommendation of the Inspector of Life-boats, to form a Life-boat Station at Harwich.

Also to appropriate the Life-boat to Miss E. BURMESTER, of Park Square West, who had presented its cost to the Institution; the boat being named the *Springwell* at the donor's request.

Also to form a Life-boat Station at Cruden Bay, Aberdeenshire.

The cost of the Life-boat would be defrayed from an anonymous contribution of 500*l.* through the London branch of the Bank of New South Wales at Wanganui, New Zealand, from "A Scot Abroad," to defray the cost of a Life-boat to be named the *Peep o' Day*, and stationed on the Scotch coast.

The Right Hon. the EARL OF ERROLL and members of his family had promised every co-operation in the formation of this Life-boat Station.—*To be thanked.*

Also to form a Life-boat Station at Eyemouth, N.B.

The cost of the station would be defrayed from a legacy bequeathed to the Institution by the late THOMAS GRINDLAY, Esq., of Edinburgh, the boat being named the *James and Rachel Grindlay*.

Also to replace the present Life-boat at Sutton, on the Lincolnshire coast, by a larger and more powerful one.

The new Life-boat would be named the *Caroline*, and its cost defrayed from contributions presented to the Institution by "N. R."

Reported the transmission to their stations of the Holyhead, Balbriggan, and Tyrella new Life-boats.

The North Lancashire Steam Navigation Company had granted a free conveyance on board one of their steamers to the Tyrella Life-boat and carriage from Fleetwood to their station.—*To be thanked.*

The Committee expressed their deep regret at the death of F. J. BLAKE, Esq., of Norwich, who had been for many years the zealous Honorary Secretary of the Norfolk branch of the Institution.

Paid 3,801*l.* 18*s.* 7*d.* for sundry charges on various Life-boat Establishments.

Voted 85*l.* 13*s.* to pay the expenses of the Life-boats at Montrose, Teignmouth, Bude, Ramsey, Rhosneigr, and Penmon, in rendering the following services:—

	Lives saved.
Schooner <i>Lass o' Doon</i> , of Montrose . . . . .	35
A Teignmouth fishing-boat . . . . .	2
Brig <i>Island Belle</i> , of Guernsey . . . . .	6
Smack <i>Thistle</i> , of Castletown . . . . .	3
Barque <i>Clifton</i> , of Liverpool . . . . .	10
Smack <i>Crane</i> , of Beaumaris—rendered assistance.	

In addition, the Bude and Gorleston Life-boats had respectively rendered assistance to the smacks *Mirre*, of Bude, and *Galatea*, of Yarmouth.

Voted also 199*l.* 19*s.* to pay the expenses of the Life-boats stationed at Porthdinllaen, Buckie, Gorleston, Caister, Holyhead, New Brighton, Hornsea, Winchelsea, Broadstairs, Barmouth, Rye, Brighton, Irvine, Brooke, Filey, and Walmer, in either assembling the crews or putting off in reply to signals of distress from various vessels which did not ultimately require the aid of the Life-boats.

The Whitby Life-boat had also gone afloat to the aid of a fishing-coble.

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

Voted the Silver Medal of the Institution to SAMUEL MOODY and GEORGE CHESNUTT, two of the crew of the Skegness Life-boat, in acknowledgment of their gallant services in jumping from the Life-boat into the sea, and saving the master of the barge *Star*, of Colchester, who, while attempting to enter the Life-boat, on his vessel being wrecked at Winthorpe Gap on the 5th December, had fallen between the barge and the boat and was in great danger of sinking. MOODY and CHESNUTT thereupon jumped into the water and supported him by holding on to the life-lines until the boat was rowed through the surf to the shore, a distance of 200 yards.—Expense of service, 19*l.* 2*s.*

Voted also the thanks of the Institution, inscribed on vellum, to Mr. THOMAS ATHERALL, coxswain of the Brighton Life-boat, in acknowledgment of his praiseworthy conduct on the occasion of the launch of that Life-boat to the assistance of the distressed barque *Broughton*, of Liverpool, on the 14th November last.

Also 3*l.* to 6 men of Ballyetherland, Co. Donegal, for saving 6 other men whose boat had been destroyed by a whale off St. John's Point on the 3rd November.

Also 3*l.* to 5 men for rescuing 2 others from a fishing-boat which had capsized near Sinnott's Gap, co. Wexford, on the 11th November.

Also 2*l.* to GEORGE NEWSON, and 5*l.* 5*s.* to 15 other Gorleston men, for saving, by means of lines, the crew of 3 men from the ketch *Three Anna*, of Goole, which was wrecked at Gorleston on the 6th December.

#### THURSDAY, 3rd February:

The Chairman of the Institution, in the Chair.

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

Also the Report of the Inspector of Life-boats on his recent visits to Aldborough and Harwich.

Also the Report of the Assistant-Inspector of Life-boats on his visits to Harwich, Cruden, and Cresswell.

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

Decided to replace the present Life-boat at Portrush, Ireland, by a new one, and to appropriate the station to the gift to the Institution from the trust fund of the late JOHN WHITAKER, Esq., of Blackheath, per EDWARD ABSOLOM, Esq., of Snarebrook, the boat to be named the *John Whitaker*.

Also that the Torquay Life-boat Station be appropriated to Mrs. BRUNDRET, of Withington,

near Manchester, who had presented to the Institution, through its Manchester Branch, the cost of the same. The Life-boat was to be named the *Mary Brundret*.

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

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

	£.	s.	d.
The late Miss A. W. CHELLINGWORTH, of Grendon Court, Ross (duty free).	105	0	0
The late B. GIBB, Esq., of Deptford.	100	0	0
The late SIMON MAGNUS, Esq., of Chatham.	19	19	0
The late Mrs. MARY WHETSTONE, of Leicester.	19	19	0

Reported the transmission to their stations of the Harwich and Courtown Life-boats.

The Harwich boat had been towed free of charge from the Thames to its station by the steamer *Lord Alfred Paget*, belonging to STEVENSON CLARKE, Esq., of St. Dunstan's Alley; and the Great Eastern Railway Company had granted a free conveyance over their line to the transporting carriage and equipment of stores of the boat.

The London and North-Western Railway Company had also allowed one of their steamers to take the Courtown Life-boat from Holyhead to Kingstown, free of charge.—To be respectively thanked.

Read letter from the BOARD OF TRADE, of the 20th January, expressing the thanks of the Chilian Government to the Institution for the papers which it had supplied to them on the Life-boat work.

Reported that Mr. LOVELOCK, the auditor, had examined the accounts of the Institution for the past year, and had found the same correct.

The Committee expressed their deep regret at the lamented decease of Colonel Sir JAMES HAMILTON, Bart., who had taken a warm interest in the Life-boat work, and had been for many years the Chairman of the Carmarthen Bay Branch of the Institution.

Voted the thanks of the Institution to the Rev. F. R. SIMPSON and G. W. LUTPON, Esq., in acknowledgment of their past valuable co-operation as the Honorary Secretaries respectively of the North Sunderland and Bradford Branches of the Society.

Also a Telescope, with a suitable inscription, to Mr. F. RASHLEIGH, late of H.M. Coastguard service, in consideration of his good services for many years as coxswain of the Porthleven Life-boat.

Ordered that various works be carried out at the Brancaster, Irvine, and Portloe Life-boat Stations at an expense of 316*l*.

Paid 1,527*l*. 7*s*. 11*d*. for sundry charges on various Life-boat Establishments.

Voted 101*l*. 15*s*. 6*d*. to pay the expenses of the Life-boats at Withernsea, New Brighton, Brooke, Silloth, and Cresswell, in rendering the following services:—

	Lives saved.
Smack <i>Frank</i> , of Grimsby	10
Barque <i>Brother's Pride</i> , of St. John's, N.B.	11
Barque <i>Mignomette</i> , of London	14
Schooner <i>Tweed</i> , of Greenock	6
Steamer <i>Gustaf</i> , of Gothenburg	14

The Ramsgate, Lowestoft, Buckie, and Winchelsea Life-boats had also rendered the following services:—

Brig *Speed*, of Sunderland, assisted to save

vessel; schooner *George Smeed*, of Rochester, rendered assistance; schooner *Claudine*, of Antwerp, rendered assistance; and brig *Fred Thomson*, of Dundee, remained by vessel.

[The particulars of these various Life-boat services will be found detailed in pages 583-7 of this Journal.]

Voted also 146*l*. 9*s*. 5*d*. to pay the expenses of the Life-boats at Courtown, Deal, New Brighton, Kingstown, Selsey, Silloth, Troon, Tyrella, Howth, Aldborough, and Brooke, in either assembling the crews or going off in reply to signals of distress exhibited by vessels not ultimately requiring the aid of the Life-boats.

Voted the Silver Medal of the Institution and 5*l*. to Mr. JOHN CARRINGTON, master of the steam-tug *Liverpool*, of Harwich, and 9*l*. to 4 other men, for putting off in a boat from the tug and saving the crew of 9 men from the Norwegian barque *Hunter*, of Krageroe, which was wrecked on the Shipwash Sands during an easterly gale, on the 7th Jan. 10*l*. were also granted to the other 10 men forming the crew of the tug.

Also 30*l*. to the crew of the Ramsgate Life-boat and steam-tug, in addition to a similar amount awarded to them by the BOARD OF TRADE, in acknowledgment of their gallant services in proceeding to this wreck from Ramsgate, a distance of 90 miles to and fro, with the view of rescuing the shipwrecked crew.

Also 1*l*. to 6 men for putting off in a boat and saving a boy who had got adrift in a small leaky boat in Colwyn Bay.

THURSDAY, 2nd March:

The Chairman of the Institution, in the Chair.

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

Also the Report of the Inspector of Life-boats on his recent visits to Hartlepool, West Hartlepool, Seaton Carew, Whitby, Runswick, Staithes, Bridlington, and Cleethorpes.

Also the Report of the Assistant Inspector of Life-boats on his visits to Cresswell, Eyemouth, Berwick-on-Tweed, North Sunderland, Holy Island, Alnmouth, Boulmer, Hauxley, Newbiggin, Blyth, Tynemouth, Cullercoats, Sunderland, Whitburn, and Seaham.

Also the Report of the Second Assistant-Inspector on his recent visits to Courtown, Howth, Newcastle, Tyrella, Ballywalter, Groomsport, Drogheda, Dundalk, Greencastle, and Portrush.

[The special contributions and legacies received by the Institution during the month of February are given in the Annual Report, published on the 1st May last.]

Read letter from the Right Hon. the EARL OF ERROLL, of the 11th Feb., expressing the thanks of himself and members of his family to the Institution for promising to form a Life-boat station at Cruden, Aberdeenshire.

Read letter from Her Majesty's Principal Secretary of State for War, of the 24th Feb., stating that he was prepared to grant the Institution a lease, at a nominal annual rent, of the site on which it was proposed to build the Life-boat house at Harwich.—To be thanked, and the house to be built, at a cost of 247*l*. 10*s*.

Reported the transmission to their stations of the Hartlepool No. 2, and Sunderland No. 1 new Life-boats.

The Committee expressed their deep regret at the lamented death of Vice-Admiral HARRY ENGELL, C.B., Chairman of the Chichester Harbour and Selsey Branch of the Institution.

Voted the thanks of the Society to Mr. E. R. LLOYD, in acknowledgment of his kind co-operation during the period he occupied the office of Honorary Secretary of its Cleethorpes Branch.

Also the thanks of the Institution, inscribed on vellum, and a telescope to Mr. THOMAS PHILLIPS, who had been coxswain of the Ardrossan Life-boat for many years, and had assisted to save a large number of lives.

Also a telescope and 5*l.* to Mr. J. B. BULKELEY, in acknowledgment of his long and faithful services while serving as coxswain of the Teignmouth Life-boat.

Paid 2,483*l.* 18*s.* 7*d.* for sundry charges on various Life-boat Establishments.

Voted 102*l.* 14*s.* 11*d.* to pay the expenses of the Life-boats at West Hartlepool, Redcar, Newcastle, Co. Down, and Fraserburgh, in performing the following services:—

	Lives saved.
Barque <i>Emily</i> , of North Shields . . . .	17
Brigantine <i>Trader</i> , of Portaferry . . . .	4
Schooner <i>Augusta</i> , of Sunderland . . . .	4

The Newhaven, Portmadoc, and Douglas (No. 2) Life-boats had also rendered the following services:—

Steamer *Rubens*, of Liverpool, and barque *Coomato*, of London, remained by vessels; ship *Turkestan*, of Liverpool, brought ashore crew, 22, and afterwards remained by vessel; brigantine *Lapwing*, of Liverpool, assisted to save vessel.

[The particulars of these various Life-boat services will be found in pages 586-8 of this Journal.]

Voted 102*l.* 16*s.* 6*d.* to pay the expenses of the Life-boats at Burnham, Isle of Whithorn, Seaton Carew, Dover, Rye, Winchelsea, Barmouth, Whitehaven, and Isle of Arran, in either assembling the crews or going off to the assistance of vessels which had shown signals of distress but did not eventually require the Life-boat's services.

The Rhoscolyn, Ramsgate, and Newbiggin Life-boats had also been out to the aid of vessels in distress, but their services were not ultimately needed.

Voted 10*l.* to Mr. SAMUEL WHYARD, master of the smack *Jemima*, of Orford, and his crew of 6 men, in acknowledgment of their laudable services on the occasion of the wreck of the barque *Hunter*, of Krageroe, on the Shipwash Sands, on the 7th Jan.

Also 5*l.* to Mr. THOMAS RUTTER, 2nd coxswain of the North Sunderland Life-boat, and 9 other men, for putting off in two cobs and bringing ashore the crew of 4 men from the stranded brigantine *Lossie*, of Sunderland, during a heavy N.W. gale on the 18th Feb.

#### TUESDAY, 21st March:

The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at the London Tavern. His Grace the DUKE OF NORTHUMBERLAND, P.C., *President of the Institution*, being unable through indisposition to be present, the Chair was occupied by EARL PERCY, M.P.

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

The Secretary then read the Annual Report.

The Meeting was then addressed by GEORGE LYALL, Esq., V.P., late Governor of the Bank of

England, *Deputy Chairman*; Admiral of the Fleet Sir GEORGE SARTORIUS, K.C.B.; the Right Hon. the EARL OF GALLOWAY; I. T. HAMILTON, Esq., M.P.; the Right Hon. the EARL OF COURTOWN; Vice-Admiral GEORGE S. HAND, C.B.; the Right Hon. the EARL WALDEGRAVE; T. B. SMITHIES, Esq., Editor of the *British Workman*; THOMAS CHAPMAN, Esq., F.R.S., V.P., *Chairman of the Institution*, and Sir EDWARD G. L. PERROTT, Bart., V.P.

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

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

#### THURSDAY, 6th April:

The Chairman of the Institution, in the Chair.

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

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

Read and approved the Report of the Inspector of Life-boats on his recent visits to Newhaven, Torquay, Babbicombe, Dartmouth, Teignmouth, Watchet, Burnham, Porthcawl, and Chichester Harbour.

Also the Report of the Assistant-Inspector of Life-boats on his visits to Sunderland, Whitehaven, Cruden, Peterhead, Fraserburgh, Banff, Buckie, and Aberdeen.

Also the Report of the Second Assistant-Inspector, on his recent visits to Portrush, Tyrella, and Howth.

Reported the receipt of 400*l.* from the Loyal Ancient Order of Shepherds (A. U.), on account of the cost of the Cemlyn Life-boat, which was to be named the *Good Shepherd*.—*To be thanked, and the boat to be named accordingly.*

This Life-boat and carriage were publicly exhibited at Ashton-under-Lyne in June last, on the occasion of the celebration of the Jubilee of the Order.

Reported also the receipt of 550*l.* from THOMAS PARKIN, Esq., of Wigton, to defray the cost of a Life-boat to be named the *Two Sisters—Mary and Hannah*.—*To be thanked.*

[The other special contributions and legacies received during the month of March are given in the Annual Report, published on the 1st May last.]

Reported that the late Capt. WALTER WATKINS, R.N., of Croydon, had bequeathed 100*l.*, duty free, to the Institution.

Decided that various works be carried out at the Rye, Chapman's Pool, Balbriggan, and Grey-stones Life-boat Stations, at an expense of 586*l.* 10*s.*

The Committee expressed their deep sympathy with Lady BURROWS and the members of her family on the occasion of the lamented death of her husband, Sir CORDY BURROWS, who had been a warm friend of the Life-boat cause, and who had for many years past been the chairman of the Brighton Branch.

Voted the thanks of the Institution to Messrs. R. W. COTTON and W. ROBERTS, Jun., in acknowledgment of their past valuable co-operation in the management respectively of the Barnstaple and Braunton and Mewagissey Branches of the Society.

Read letter from Mr. F. CRAIG, of Aberdeen, of the 29th April, calling attention to his plan of Life-boat.—*To be acknowledged.*

Paid 4,074l. 5s. 5d. for sundry charges on various Life-boat Establishments.

Voted 173l. 19s. 4d. to pay the expenses of the Life-boats at New Brighton, Thurso, Wexford, Poole, Staithes, Lynmouth, Caister, Arklow, Anstruther, and Withernsea, in the performance of the following services:—

	Lives saved.
Schooner <i>Iona</i> , of Belfast . . . . .	3
Barque <i>Walker Hall</i> , of Sunderland . . . . .	11
Sloop <i>William</i> , of Wexford . . . . .	6
Ketch <i>William Pitt</i> , of Poole . . . . .	1
S.S. <i>Beaside</i> , of Newcastle-on-Tyne . . . . .	15
Schooner <i>Lizzie Morton</i> , of St. Ives . . . . .	5
Schooner <i>Killin</i> , of Greenock . . . . .	5
Ship <i>County of Ayr</i> , of Glasgow . . . . .	2
Schooner <i>Anna</i> , of Rendsburgh . . . . .	4
Smack <i>Victory</i> , of Hull . . . . .	5

The Broadstairs, Dover, Ramsgate, Groomsport, and Ilfracombe Life-boats had also rendered the following services:—Schooner *Lion*, of Goole, saved vessel and crew, 4; fishing-boat *Edith*, of Lowestoft, assisted to save vessel and crew, 10; schooner *Resolute*, of Peterhead, saved crew, 6; brig *A. E. M.*, of Nantes, saved crew, 8; brig *Linwood*, of Maryport, rendered assistance; schooner *Lizzie Morton*, of St. Ives, saved vessel.

[The particulars of these Life-boat services will be found detailed on pages 585-91 of this Journal.]

Voted 139l. 4s. 10d. to pay the expenses of the Life-boats at Padstow, Tramore, Harwich, Swanage, Kingsdowne, Yarmouth, Staithes, Llanddwyn, Blyth, St. Ives, Wicklow, Rye, and Broadstairs, in assembling the crews or putting off to the assistance of vessels showing signals of distress, but not ultimately needing the aid of the Life-boats.

The Margate and Ramsgate Life-boats had also been out with the view of assisting vessels in distress.

Voted the Gold Medal of the Institution to Major JAMES ELYARD, of the 2nd Royal Surrey Militia, in recognition of a series of gallant services rendered by him in the Broadstairs Life-boat, he having been out on service in the Life-boat on eighteen occasions, and having assisted to rescue 49 lives from different vessels. A reward of 2l. each was also granted to the men who, with Major ELYARD, formed the crew of the Life-boat, on the 12th March, in acknowledgment of their services in taking into Dover harbour the distressed schooner *Lion*, of Goole, and her crew of 4 men.

Voted the thanks of the Institution, inscribed on vellum, and 3l. to Mr. EDWARD CARR, chief officer of H.M. Coastguard at Cushendale, Co. Antrim, and 2l. each to his crew of 4 men, for putting off in their galley, during a fresh wind from S.E. by S., and in a very heavy sea, on the 12th Feb., and saving, at much risk, the crew of 3 men from the sloop *Sally*, of Irvine, which had sunk at Glenariffe, Co. Antrim.

Also the thanks of the Institution, on vellum, and 3l. to Mr. L. WALTERS, master of the steaming *Michael Kelly*, of Dundalk, and 1l. each to the crew of 4 men of the steamer, for rescuing 5 men from the brigantine *William Nelson*, of Dundalk, which had gone ashore on Dundalk Bar during an E.S.E. gale on the 20th Nov.

Also 10l. 10s. to the crew, numbering 14 men, of a North Sunderland coble, for saving the crew of 4 men of the German schooner *Renskea*, which was wrecked on the Farne Islands during a S.E. wind and heavy sea on the 29th March.

Also 5l. to one of the crew of the Arklow Life-boat, who had one of his legs broken while the Life-boat was alongside the stranded ship *County of Ayr*, of Glasgow, on the 20th March.

Also 10s. each to 2 men, for saving 2 other men from a ferry boat which had been caught by a squall and capsized in Strangford Lough, during a strong N.W. gale on the night of the 8th March.

#### THURSDAY, 4th May:

His Grace The DUKE OF NORTHUMBERLAND, P.C., President of the Institution, in the Chair.

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

Also the Report of the Inspector of Life-boats on his recent visits to the Hythe, Sandgate, and Folkestone Life-boat Station.

Also the Report of the Assistant-Inspector on his visits to Banff, Buckie, Lossiemouth, Stonehaven, Montrose, Arbroath, Broughty Ferry, Buddon Ness, St. Andrew's, Anstruther, North Berwick, Ayr, Troon, Irvine, Glasgow, Ardrossan, Girvan, Ballantrae, Dunbar, and Eyemouth.

Also the Report of the Second Assistant-Inspector of Life-boats on his recent visits to New Brighton, Douglas, Castletown, Ramsey, Southport, Blackpool, Lytham, Fleetwood, Piel, Seascale, Whitehaven, Maryport, and Silloth.

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

Mrs. LAURIE, per Rev. Sir EMILIUS	£.	s.	d.
BAYLEY, Bart.	500	0	0
Covent Garden Life-boat Fund, per Mr. J. WEBBER, additional	52	10	0
The Misses PEACH, further in aid of the cost of the Memorial new Life-boat at Tyrella	50	0	0
Capt. J. GREY, additional	50	0	0
Contributions of Birmingham Out-Pensioners, in aid of the support of the Out-Pensioner Life-boat at Arklow, per Lt.-Col. H. M. SMYTH, additional	6	2	3
Collected on board the S.S. <i>King Ermyrn</i> , of Southampton, per Captain A. HARLOW	1	12	0
A Norwegian Captain, for the support of Life-boats on the English coast	five	dollars.	

—To be severally thanked.

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

The late Miss L. M. BIGGS, of St. John's Wood, for a Life-boat to be named, after her late brother, the <i>Charles Biggs</i> , and stationed on the English coast (duty free)	£.	s.	d.
The late Miss AUGUSTA BECKETT, of Bury St. Edmunds, for a Life-boat to be named the <i>Mary</i> , and stationed on the Yorkshire or North Devon coasts (duty free)	600	0	0
The late Miss ELIZABETH CAMERON, of Glasgow	250	0	0
The late GEORGE NEWEN, Esq., of Cambridge Terrace, Hyde Park (duty free)	100	0	0
The late Miss E. S. LARWILL, of Chatham, 19	19	0	0

Reported the transmission to its station of the Hythe Life-boat.

The inauguration of the Life-boat Station took place on the 20th April, in the presence of a large number of spectators. The EARL GRANVILLE's daughter, Lady VICTORIA, named the boat. Lord GRANVILLE and Sir E. WATKIN, M.P., afterwards advocated the claims of the Institution for continued liberal support.

The South Eastern Railway Company had

kindly granted a free conveyance to the Life-boat from London to Folkestone.—*To be thanked.*

Decided to send a representative Life-boat and transporting carriage of the Institution, fully equipped, with various models, drawings, &c., to the forthcoming Brussels International Exhibition and Congress.

Also to completely renovate the Life-boat Establishment at Chapel, on the Lincolnshire coast.

The entire cost of the station had been presented to the Institution by Miss JESSIE LANDSEER, in affectionate memory of her late brother, Sir EDWIN LANDSEER, R.A., and the Life-boat was to be named the *Land-seer*.—*To be thanked.*

Reported that the EARL OF LONSDALE had rendered the Institution every possible co-operation in regard to granting a lease of a new site on which to erect the Whitehaven Life-boat house. His Lordship had always taken great interest in the welfare of the Life-boat cause, and was a liberal supporter of the Whitehaven Branch.—*To be thanked.*

Read letter from the Secretary of the North Sunderland Branch, of the 24th April, stating that Captain COLQUHOUN had presented to that Life-boat Station a full set of very fine wheel and trace harness. He had for some time past taken considerable interest in the branch, and was a kind contributor to its funds.—*To be thanked.*

Reported that the Hastings Life-boat was taken out for the quarterly practice on the 10th April, in the presence of H.R.H. the PRINCESS CHARLOTTE of Germany. The sea was rough at the time, and the crew had a very good exercise.

Voted the thanks of the Institution to Vice-Admiral ST. LEGER CANNON, R. J. R. SADLEIR, Esq., and Mr. THOMAS ATKINS, in acknowledgment of their past valuable co-operation in the management respectively of the Goodwin Sands and Downs, and Kessingland Branches of the Society.

Also a telescope, with a suitable inscription, and 5*l.* to Mr. ADAM MURPHY, in consideration of his past good services while holding the office of coxswain of the Tyrella Life-boat.

Ordered that a launching slipway be constructed for the use of the Runswick Life-boat, and that the Thurso Life-boat slipway be altered and extended, at an expense altogether of 143*l.* 11*s.*

Paid 1,462*l.* 3*s.* 7*d.* for sundry charges on various Life-boat Establishments.

Voted 89*l.* 4*s.* 6*d.* to pay the expenses of the Life-boats at New Romney, Buckie, Lytham, Hunstanton, Skegness, Boulmer, and Moelfre, in performing the following services:—

	Lives saved.
Dutch schooner <i>Tobina</i> . . . . .	5
Schooner <i>Elizabeth</i> , of Llanelly . . . . .	5
Schooner <i>Wyre</i> , of Fleetwood . . . . .	2
Schooner <i>Alabama</i> , of Goole . . . . .	2
Ketch <i>Elizabeth</i> , of Goole . . . . .	2
Steam wherry <i>Bavington</i> , of Newcastle . . . . .	4
Schooner <i>John</i> , of Runcorn—assisted to save vessel and . . . . .	3

The Life-boats at Staithes, Ramsgate, Sheringham, and Montrose had also rendered the following services:—Three fishing-cobles, rendered assistance; barque *Atlantic*, of Swansea, assisted to save vessel and crew, 16; schooner *Wells*, of Goole, assisted to save vessel and crew, 5; 20 Ferryden fishing-boats, rendered assistance.

[The details of these various Life-boat services will be found on pages 585–93 of this Journal.]

Voted also 98*l.* 10*s.* to pay the expenses of the Life-boats at Southport, Weymouth, Sutton, Chapel, Cleethorpes, Donna Nook, New Brighton,

Theddlethorpe, Winterton, Castletown, and Broadstairs, in either assembling the crews or putting off to the aid of vessels not ultimately needing assistance.

The Fraserburgh, Brancaster, and Ramsgate Life-boats had also been launched to the assistance of vessels in distress.

Voted a gratuity of 50*l.* and a telescope, with suitable inscription, to Mr. DANIEL READING, late master of the Ramsgate Harbour steam-tugs, in acknowledgment of his very valuable services extending over twenty-five years, during which time he had been out in the tug, with the Ramsgate Life-boat, about three hundred times, and had been instrumental in rescuing 466 lives, in addition to 33 vessels and their crews.

Also the Silver Medal of the Institution to Mr. MICHAEL MURPHY, coxswain of the New Romney Life-boat, in acknowledgment of his long and general gallant services in that boat, and particularly on the occasion of the rescue of 5 men from the wrecked schooner *Tobina*, on the Roar Bank during a strong gale and in a heavy sea, on the 10th April.

Also the Silver Medal of the Institution and the sum of 3*l.* to Mr. MICHAEL SHANAHAN and to Mr. DENNIS HARRINGTON, of Bere Island, co. Cork, for descending, at imminent risk of life, a precipitous cliff between 200 and 300 feet high, and rescuing 4 of the crew of the brigantine *Joseph Howe*, of London, which was wrecked on Bere Island, during foggy and blowing weather, on the 18th February.

#### THE LIFE-BOAT.

THE wild winds in fury sweep over the ocean,  
Heaving high the rough billows in dreadful commotion.

See—see how that bark, tempest-tossed on the gale,  
Has her masts torn asunder, and riven each sail!

Man the life-boat, my boys! See the breakers  
before her!

Our sturdy boat launch ere the waters close o'er  
her!

On, on through the tempest she speeds to her fate!  
Put your nerves to the test, boys, or we shall be late!

Ah! nobly our boat stems the tide like a duck!  
But hark to that crash, boys! The doomed ship  
has struck!

Oh, bend your backs closer, boys!—scorn the  
rough weather!

A long pull, a strong pull, and a pull altogether!

Now, foaming, the billows dash over the deck,  
And lashing in fury, complete the sad wreck.  
A shriek of deep anguish rends keen through the  
air,

Sounding loud o'er the gale from the depths of  
despair.

Ply your oars quicker, boys—quicker and  
stronger!

Fast she is sinking, and can't live much longer!

The wild breakers foam 'neath the tempest's dark  
frown,  
As we speed to the spot where the doomed ship  
went down!

One by one the faint souls are sav'd from the wave,  
Their look of deep thanks twice-repaying the  
brave.

Now back to the harbour, boys, joyfully steer!  
Our life-boat for ever, boys!—give a loud cheer!

**NOTICE.**—The next number of the "Life-boat Journal" will be published on the 1st of November, 1876.

# Royal National Life-Boat Institution,

For the Preservation of Life from Shipwreck.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

## Services of the Life-boats of the Institution in 1875.

<i>Alice</i> , cutter, of Yarmouth—assisted to save vessel and .....	6	<i>Friends</i> , schooner, of Killyleigh ..	4	<i>Pike</i> , brig, of Shoreham .....	7
<i>Altona</i> , s.s., of Hamburg .....	14	<i>Gleaner</i> , lugger, of Sberingham...	2	<i>Portman</i> , brigantine, of Aland ..	9
<i>Amity</i> , schooner, of Beaumaris—rendered assistance.		<i>Hannah</i> , schooner, of Liverpool ..	2	<i>Princess Royal</i> , schooner, of Cardigan .....	5
<i>Anna</i> , barque, of Bremen .....	16	<i>Harkaway</i> , cutter, of Yarmouth ..	6	<i>Punch</i> , schooner, of Carnarvon ...	6
<i>Arrow Belle</i> , schooner, of Aberystwyth .....	4	<i>Harmston</i> , schooner, of Newcastle ..	7	<i>Queen Victoria</i> , ketch, of Lynn... 3	
<i>Augusta Louise</i> , schooner, of Nantes—assisted to save vessel.		<i>Helen</i> , sloop, of Stornoway .....	2	<i>Queen of India</i> , ship, of Liverpool—rendered assistance.	
<i>Auld Reekie</i> , schooner, of Middlesborough .....	8	<i>Henrietta</i> , schooner, of Truro—assisted to save vessel and .....	5	<i>Richard and Elizabeth</i> , sloop, of Portsmouth—assisted to save vessel and .....	4
<i>Belfort</i> brig, of Rochelle—assisted to save vessel and .....	9	<i>Hester</i> , flat, of Conway .....	2	<i>Rosanna</i> , fishing coble, of South Shields—saved coble and .....	3
<i>Blanche Marguerite</i> , barque .....	10	<i>Ida</i> , brigantine, of Dundalk .....	7	<i>Saucy Jack</i> , schooner, of Yarmouth	4
<i>Britannia</i> , barque, of North Shields		<i>Immacolata</i> , brigantine, of Naples ..	8	<i>Sensitive</i> , schooner, of Boulogne—rendered assistance.	
<i>Britannia</i> , steamer, of Leith .....	35	<i>Independence</i> , schooner, of Carnarvon .....	4	<i>Shields</i> , brig, of Cork .....	3
<i>Britannia</i> , smack, of Belfast .....	3	<i>Invincible</i> , smack, of Port Elsie ..	5	<i>Shotton</i> , s.s., of West Hartlepool—saved vessel and .....	18
<i>Bucephalus</i> , barque, of Shields—assisted to save vessel and .....	20	<i>Island Belle</i> , brig, of Guernsey ..	6	<i>Sophia</i> , smack, of Hull—assisted to save vessel and .....	4
<i>Broedrens Haab</i> , brig, of Tonsberg—assisted to save vessel and .....	6	<i>James</i> , smack, of Mandel .....	4	<i>Star</i> , barge, of Colchester .....	3
<i>Broughton</i> , barque, of Liverpool—rendered assistance.		<i>Jessie Brown</i> , schooner, of Yarmouth—assisted to save vessel and .....	5	<i>Stadgar</i> , Swedish barque—saved vessel and .....	16
<i>Cairduna</i> , schooner, of Thurso ..	4	<i>Johanna Antoinette</i> , schooner, of Gravenhage .....	5	<i>Tantivy</i> , schooner, of Wicklow ..	4
<i>Casco</i> , barque, of Bargo—assisted to save vessel and .....	15	<i>Josie</i> , schooner, of New York—assisted to save vessel and .....	8	<i>Tantivy</i> , schooner, of Falmouth—rendered assistance.	
<i>Cathrina</i> , schooner, of Riga .....	8	<i>Laura</i> , smack, of Carnarvon .....	4	<i>Teazer</i> , barque, of Whitby .....	9
<i>China</i> , ship, of South Shields—assisted to save vessel and .....	23	<i>Lass o' Doon</i> , schooner, of Montrose	35	<i>Thirteen</i> , brig, of Sunderland ..	8
<i>Crane</i> , smack, of Beaumaris—assisted to save vessel and .....	2	<i>Laxton</i> , sloop, of Arbroath .....	2	<i>Thistle</i> , smack, of Castletown ..	3
<i>Cruiseur Lavin</i> , yacht, of Wexford		<i>Leopold</i> , schooner, of Riga .....	6	<i>Tipperary</i> , smack, of Scarborough .....	11
<i>Cuba</i> , brig, of Abo—saved vessel and .....	8	<i>Lisbon</i> , brig, of London .....	2	<i>Toronto</i> , barque, of Glasgow .....	11
<i>Edward O'Brien</i> , ship, of St. Thomas, U.S. ....	5	<i>Lizzie Bonill</i> , barque, of Newcastle—assisted to save vessel and .....	9	<i>Tuskar</i> , s.s., of Glasgow .....	21
<i>Ellen Reatrice</i> , schooner, of Aberystwyth—rendered assistance.		<i>Lord Strathnairn</i> , ship, of Liverpool—assisted to save vessel.		<i>Vidar</i> , brig, of Drannem .....	5
<i>Ellen Southard</i> , ship, of Richmond, U.S. ....	19	<i>Lucinde</i> , schooner, of Whitstable ..	6	<i>Villager</i> , schooner, of Inverness ..	5
<i>Elmor and Mary</i> , sch., of Milford.		<i>Lucy</i> , barque, of Antwerp—assisted to save vessel.		<i>Vittorio G.</i> , brig, of Venice .....	9
<i>Elizabeth</i> , schooner, of Carlisle ..	3	<i>Lydney Trader</i> , schooner, of Barnstaple .....	3	<i>Vizen</i> , steam-tug, of North Shields—assisted to save vessel and .....	8
<i>Emilia</i> , Russian schooner—saved vessel and .....	9	<i>Margaret Evans</i> , barque, of Glasgow	21	<i>Ward Jackson</i> , schooner, of Carnarvon .....	5
<i>Emily Raymond</i> , brig, of St. John's, N.B. ....	9	<i>Mary Josephine</i> , brig, of Cherbourg	4	<i>Waterloo</i> , brigantine, of Cork .....	7
<i>Ernestine</i> , ship, of Amsterdam—assisted to save vessel.		<i>Mary Ann</i> , fishing boat, of Scarborough—saved boat and .....	3	<i>Wish</i> , brig, of Plymouth—rendered assistance.	
<i>Fanny</i> , schooner, of Salcombe .....	7	<i>Mary Talham</i> , schooner, of Beaumaris .....	4	<i>Young England</i> , barque, of Middlesborough .....	4
<i>Fishing boat</i> of Teignmouth .....	2	<i>Merrmaid</i> , smack, of Grimsby .....	1	<i>Zouave</i> , schooner, of Portsmouth ..	6
<i>Fleetwing</i> , barque, of Newcastle—assisted to save vessel and .....	9	<i>Mirre</i> , smack—rendered assistance.			
<i>Florence</i> , brigantine, of Annapolis, assisted to save vessel.		<i>Monagu</i> , steamer, of Liverpool ..	33		
<i>Fortuna</i> , schooner, of Nykjøbing, Denmark—assisted to save vessel and .....	5	<i>Monte Carmelo</i> , barque, of Malta—assisted to save vessel and .....	13		
		<i>Nathalia Jacovine</i> , schooner, of Nibe, Jutland .....	4		
		<i>Native</i> , smack, of Peel—assisted to save vessel and .....	3		
		<i>Norma</i> , barque, of Grimstadt—rendered assistance.			
		<i>Oriental</i> ship, of North Shields—assisted to save vessel.			
		<i>Osprey</i> , sloop, of Shields .....	2		
		<i>Paquet de Terra Nova</i> , brigantine. 10			

Total lives saved by Life-boats, in 1875, in addition to 30 vessels. 726

During the same period the Institution granted rewards for saving Lives by fishing and other boats 195

Total of Lives saved in } 921  
Twelve Months .....

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1875) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £30,241 on its 256 Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 921 persons from various shipwrecks on our Coasts, for which services it granted 30 Silver Medals and Votes of Thanks on Vellum, and pecuniary rewards to the amount of £3,289.

The number of Lives saved either by the Life-boats of the Society, or by special exertions for which it has granted rewards, since its formation, is 23,800; for which services 92 Gold Medals, 876 Silver Medals, and £48,500 in cash have been paid in Rewards.

It is most gratifying and encouraging to know that, notwithstanding the peril and exposure incurred by the gallant crews last year, only one life was lost from the Life-boats of the Society, although about 11,000 men were out in them on all occasions during the twelve months.

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

Donations and Annual Subscriptions will be thankfully received by the Bankers of the Institution, Messrs. WILLIS, PERCIVAL, and Co., 76 Lombard Street; by all the other Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London, W.C.—August 1st, 1876.