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THE MERCHANT SHIPPING ACT, 1876.

THERE can be few Englishmen who are not aware that during several years past a very uneasy feeling has pervaded the British mind as regards the general *status* of our "Mercantile Marine," alike as regards the vessels of which it is composed and the seamen by whom they are worked. As regards the former, it was felt that there was no other guarantee of their seaworthiness than the honour and pecuniary interest of their owners, which latter was not unfrequently nullified, or even reversed, by over-insurance; whilst as regards the seamen, their reported gradual deterioration, both morally and physically, the utter want of sympathy and interest between them and their employers, and the increasing number of foreign seamen employed in our ships, had, not unnaturally, induced a rather general impression that, after all, the huge, and in many respects magnificent, machine was "rotten at the core," and that viewed as a reserve force, by which the backbone of our power, our war fleet, would be worked in the event of a naval war, its value would be almost *nil*.

Again, the continued frequent loss of trading and passenger ships, and the annual sacrifice of several hundred lives, had, from time to time, thoroughly awakened the public interest, and alarmed the national conscience, which found a voice in the person of Mr. SAMUEL PLIMSOLL, M.P. for Derby; and spurred

into action, to a great extent, by his zealous advocacy, a new Merchant Shipping Bill was prepared by the Government in 1869, and denominated "The Merchant Shipping Act, 1870." Opposing interests, however, and the press of other public business, led to its postponement, and the country had at last to be satisfied with the temporary intermediate Bill of 1873, entitled "The Merchant Shipping Acts Amendment Act," intended only to meet the more pressing requirements of the mercantile marine until the more comprehensive Bill of 1870 could be again brought forward in Parliament.

In our 91st number (February 1874) we commented on the several enactments of that Act, and need not therefore now refer to them. Suffice it to say that the bulk of the great Merchant Shipping Act of 1854 remains intact, and, with the several amendments of 1855, 1856, 1862, 1870, and the Merchant Shipping Acts Amendment Act, 1873, still constitutes the law of our mercantile marine. The Merchant Shipping Act, 1876, is but the crowning of the edifice, but it is a noble crown, devoted exclusively to the protection of human life, and displacing on Britannia's brow the wreath of nightshade, the baneful influence of which had suppressed the dictates of humanity and duty in her breast, and laid her open to the stigma, that, as regarded her mercantile marine, she was too much absorbed in the pursuit

of gain to heed the widow's and orphan's wail or the mother's tears for her seamen sacrificed at the shrine of Mammon.

The enactments of the Merchant Shipping Act, 1876, are ranged under the following twelve heads:—

1. Preliminary.
2. Unseaworthy ships.
3. Foreign ships overloading.
4. Appeal on refusal of certain certificates to ships.
5. Scientific Referees.
6. Passenger Steamers and Emigrant Ships.
7. Grain Cargoes.
8. Deck Cargoes.
9. Deck and Load Lines.
10. Investigations into Shipping Casualties.
11. Miscellaneous.
12. Repeal.

We will remark on the above headings *seriatim*.

“ Preliminary.”

The sections of this heading define the short title of the Act as “The Merchant Shipping Act, 1876; that it shall be construed as one with the Merchant Shipping Act, 1854, and the Acts amending the same; and that the whole may be cited collectively as ‘The Merchant Shipping Acts, 1854 to 1876;’ lastly, that the same shall come into operation on the 1st of October, 1876.”

“ Unseaworthy Ships.”

Under this heading, Section 4 decrees that every person sending or attempting to send a British ship to sea in such an unseaworthy state as to endanger the lives of those on board shall be guilty of a misdemeanour, unless under reasonable and justifiable circumstances; and that every master of a British ship who knowingly takes her to sea in such unseaworthy state shall be likewise guilty of a misdemeanour; also that a prosecution under this section shall not be instituted except by or with the consent of the BOARD OF TRADE, or of the governor of the British possession in which such prosecution takes place; and that a misdemeanour under this section shall not be punishable upon summary conviction.

The value of this section cannot be over-

estimated, since an unprincipled, reckless, or penurious shipowner can now no longer send to sea a well-insured unseaworthy ship, heedless of the loss of her crew, without being called to account for his inhumanity.

Section 5 enacts that in every contract for service, express or implied, between the owner of a ship and the master and any seaman, and in every instrument of apprenticeship, there shall be implied, notwithstanding any agreement to the contrary, an obligation on the part of the owner that he and his master, and every agent charged with loading his ship, or preparing her for sea, &c., shall use all reasonable means to insure her seaworthiness at the commencement of a voyage, and to keep her seaworthy during the same. We conceive this to be a most valuable enactment.

Section 6 gives power to the BOARD OF TRADE to provisionally detain, for the purpose of survey, any British ship, being in any port of the United Kingdom, if it has reason to believe, on complaint or otherwise, that, from any defect of hull, equipment, or machinery, or from overloading or improper loading, she could not proceed to sea without serious danger to human life.

In a series of sub-sections, into which this one is divided, it is enacted—that the Board may appoint a competent person or persons to survey such ship and report thereon; that the Board may then release such ship, or finally detain her, either absolutely or until the performance of such repairs or alterations, or the unloading and re-loading her cargo as the Board may think fit to require; that before the order for final detention is made a copy of the Report of Survey be served on the master of the ship, and that within seven days of the date of such service the owner or master may appeal, in the prescribed manner, to the Court of Survey of the port or district where the ship is detained; that the BOARD OF TRADE may, if it think fit, at any time after the provisional detention, refer the matter to the said Court

of Survey; that, if satisfied that a ship detained under the Act is not unsafe, the Board may, at any time, order her to be released, either upon or without any conditions; that the Board may, from time to time, appoint a sufficient number of competent persons as detaining officers, who shall be armed with the same authority as the BOARD OF TRADE to provisionally detain ships for survey, and to appoint surveyors, and to release ships so surveyed if satisfied of their safety, subject to the requirement, that such officers shall forthwith report to the Board any order made by him for detention or release of a ship.

We will only remark on the above section and sub-sections, that their effectual working will entirely depend on the position and character of the persons appointed as detaining officers, who, in addition to competency, must not simply be men of ordinary integrity, who would be above taking a bribe, either directly or indirectly, but of too independent character and personal *status* to be readily influenced by any other motives than a determination to honestly perform the important duty entrusted to them.

Section 7 defines the constitution of Courts of Survey, which are to consist of a judge, sitting with two assessors. The judge to be summoned from a list of Wreck Commissioners appointed under this Act, stipendiary or metropolitan police magistrates, judges of county courts, or other fit persons, and in any special case in which the BOARD OF TRADE think it expedient to appoint a Wreck Commissioner, the judge to be such Commissioner. The assessors to be persons of nautical, engineering, or other special skill and experience: one to be appointed by the BOARD OF TRADE, either generally or in each case, and the other to be summoned, in accordance with the rules under this Act, by the Registrar of the Court, from a list of persons periodically nominated for the purpose by the local Marine Board of the port, or where there might be no such Board, by a body of local shipowners or

merchants approved of by a Secretary of State, or in the absence of such list to be appointed by the judge.

The County Court Registrar, or such other fit person as a Secretary of State may from time to time appoint, shall be the Registrar of the Court, and shall, on receiving notice of an appeal, or a reference from the BOARD OF TRADE, immediately summon the Court in the prescribed manner to meet forthwith.

Section 8 makes the following provisions for the regulation and working of these most important courts:—

(1) The case shall be heard in open court;

(2) The judge and each assessor may survey the ship, and shall have for the purposes of this Act all the powers of an inspector appointed by the BOARD OF TRADE under the Merchant Shipping Act, 1854;

(3) The judge may appoint any competent person or persons to survey the ship and report thereon to the Court;

(4) The judge shall have the same power as the BOARD OF TRADE have to order the ship to be released or finally detained, but unless one of the assessors concurs in an order for the detention of the ship, the ship shall be released;

(5) The owner and master of the ship, and any person appointed by the owner and master, and also any person appointed by the BOARD OF TRADE, may attend at any inspection or survey made in pursuance of this section;

(6) The judge shall send to the BOARD OF TRADE the prescribed report, and each assessor shall either sign the report, or report to the BOARD OF TRADE the reasons for his dissent.

Sections 10 and 11 define the liabilities of the BOARD OF TRADE and the shipowner for costs and damages. Of the former where the survey of a ship proves her seaworthiness, and that her provisional detention and survey was therefore uncalled for, and of the latter when unseaworthiness is proved. The BOARD OF TRADE in the one case paying the loss of

the shipowner caused by the detention of his ship, and the owner in the other case paying to the BOARD OF TRADE the costs incidental to the detention and survey of the ship.

Section 12 and five sub-sections constitute supplemental provisions relative to the detention of a ship, the fourth sub-section enacting that, "For the purposes of a survey of a ship under the Act, any person authorized to make the same may go on board the ship and inspect the same and every part thereof, and the machinery, equipments, and cargo, and may require the unloading or removal of any cargo, ballast, or tackle."

"Foreign Ships, overloading."

Under this heading, Section 13 makes the provisions of the Act with respect to the detention of ships applicable to all foreign vessels taking in cargo, or part cargo, at any port of the United Kingdom, which shall be considered unsafe from being overloaded, or improperly loaded, but subject to modifications contained in three sub-sections, viz.: "That a copy of the order for provisional detention shall be forthwith served on the nearest Consular officer for the State to which the ship belongs; that if the master or owner should require the same, the Board of Trade surveyor shall be accompanied by a person selected by the Consular officer, when, if both shall agree, the ship shall be detained or released as the case may be; but if they differ, the BOARD OF TRADE may act as if the requisition had not been made, in which case the master or owner will have the right of appeal to the local Court of Survey.

"When such appeal is made to the Court of Survey, the Consular officer, at the request of the master or owner, may appoint any competent person as assessor in the case in lieu of the assessor, who, if the ship were a British ship, would be appointed by the BOARD OF TRADE."

The above modifications in the case of foreign vessels, appears to afford all the

protection to their masters and owners that could be reasonably expected.

"Appeal on the Refusal of certain Certificates to Ships."

Section 14 and sub-sections grant to the owners of passenger steamers a right of appeal, in the prescribed manner, to a Court of Survey in the following cases of refusal of certificates required before such vessels can proceed to sea:—

(1) The surveyor's certificate of fitness and conformity with requirements of the BOARD OF TRADE (Section 309, Merchant Shipping Act, 1854), commonly called "the BOARD OF TRADE Certificate."

(2) Certificate of clearance by an emigration officer as to seaworthiness, and as to the passengers and crew being in a fit state to proceed to sea.

(3) A surveyor's certificate that the ship is properly provided with lights and the means of making fog signals.

"Scientific Referees."

Section 15 authorizes the BOARD OF TRADE, in cases involving questions of construction or design, or of scientific difficulty or important principle, to refer the matter to such one or more out of a list of scientific referees, from time to time approved by a Secretary of State, as may appear to possess the special qualifications necessary for the particular case.

"Passenger Steamers and Emigrant Ships."

Section 16 exempts steamers carrying less than twelve passengers from the special survey and BOARD OF TRADE Certificates required by the Merchant Shipping Act, 1854.

Section 17 and sub-sections enact—that colonial certificates of survey, &c., of passenger ships, when to the same effect and equally efficient with those required by the Merchant Shipping Acts of the United Kingdom, may, either with or without modification, be declared by Her Majesty in Council to have the same force as if granted under the said Acts.

Section 18 provides for exemption of double survey of passenger steamers.

Section 19 exempts, at the discretion of the BOARD OF TRADE, foreign passenger and emigrant ships having foreign certificates of survey from further survey, if the Board are satisfied that the requirements of the Merchant Shipping Act, 1854, and Acts amending the same, have been substantially complied with: Provided that Her Majesty may, by Order in Council, direct that this section shall not apply to cases of survey at foreign ports where corresponding provisions are not extended to British ships.

Section 21 is so important that we will give it in full, as follows:—

Every sea-going passenger steamer, and every emigrant ship, shall be provided to the satisfaction of the BOARD OF TRADE—

- (1) With means for making the signals of distress at night specified in the First Schedule to the Merchant Shipping Act, 1873, or in any rules substituted therefor, including means of making flames on the ship which are inextinguishable in water, or such other means of making signals of distress as the BOARD OF TRADE may previously approve; and
- (2) With a proper supply of lights inextinguishable in water, and fitted for attachment to life-buoys. If any such steamer or ship goes to sea from any port of the United Kingdom without being so provided as required by this section, for each default in any of the above requisites the owner shall, if he appears to be in fault, incur a penalty not exceeding one hundred pounds, and the master shall, if he appears to be in fault, incur a penalty not exceeding fifty pounds.

The urgent importance of the clauses under this heading will be felt when it is considered how vast a number of vessels have been lost during the night on our own coasts alone, too often with their entire crews; and that doubtless very many of the latter might have been saved by Life-boats, and other means, had their danger been made known to those on the land. No more striking case could be quoted in illustration of the same than the foundering of the emigrant ship *Northfleet* in 1873, near Dungeness, through being run down by the Spanish steamer *Murillo*, when nearly 400 unfortunate creatures—men, women and children—perished, within the reach of help both from the shore and surrounding vessels, solely owing to the want of an established

and exclusive system of night signals of distress.

“*Grain Cargoes.*”

A very fruitful cause of the loss of vessels at sea has been the stowage of grain and other shifting cargoes in bulk; that is to say, loose, without any sufficient precautions to keep them from falling over to leeward. It needs not to be a sailor to understand whence the danger arises. Such cargoes, and more especially if of a slippery nature, such as linseed, however completely a vessel's hold is filled, invariably settle down into a smaller space from the motion of the vessel in a rough sea, and consequently there will then be an open space between the upper surface of the cargo and the under surface of the deck above.

It only then needs a few heavy lurches of the sea to cause a considerable portion of the grain, &c., to fall or slide over to the lee side of the ship when she will permanently heel over to that side, and every successive lee-lurch will increase the evil until a final lurch throws her on her beam-ends, and she founders with all on board. Yet all that is needed to make such cargoes as little dangerous as any other, is to stow them in bags, or else to fit in the hold a few upright stanchions, supporting longitudinal bulkheads, or shifting boards, forming so many subdivisions, each confining the portion of the cargo stowed within it.

It is strange that so palpable a danger, so easily remedied, should have been allowed year after year to consign many poor seamen to a watery grave without any legislative attempt to save them.

The single section under this heading (Section 22) will now effectually meet the evil. We give it entire:—

No cargo of which more than one-third consists of any kind of grain, corn, rice, paddy, pulse, seeds, nuts, or nut kernels, hereinafter referred to as “grain cargo,” shall be carried on board any British ship, unless such grain cargo be contained in bags, sacks, or barrels, or secured from shifting by boards, bulkheads, or otherwise.

If the managing owner or master of any British ship, or any agent of such owner who is charged with the loading of the ship, or the send-

ing her to sea, knowingly allows any grain cargo, or part of a grain cargo to be shipped therein for carriage contrary to the provisions of this section, he shall for every such offence incur a penalty not exceeding three hundred pounds, to be recovered upon summary conviction.

If Mr. PLIMSOLL had done nothing more for British seamen than to aid in procuring for them the passing of this one section of the Act he would be entitled to their gratitude for ever.

"Deck Cargoes."

More than thirty years ago the late Mr. GEORGE PALMER, then M.P. for South Essex, and Deputy Chairman of the NATIONAL LIFE-BOAT INSTITUTION, constantly pointed out that a prolific cause of the loss of ships and lives was the carrying of deck cargoes, especially in the winter months. The chief delinquents in this respect are the timber ships, which are often so loaded on deck that not only are they endangered from their excessive top-weight, just as the safety of a coach is by the piling of heavy luggage on the roof, but so much of the deck-surface is occupied by it that the quick handling of the ropes and working the sails, on which a ship's safety may often depend, is seriously interfered with.

The pecuniary interest of the owner is to carry as large an amount of cargo as is possible, and thus by his cupidity has he too often sacrificed the lives of others.

This heading is divided into two sections, 23 and 24; the first wisely requiring deck cargo to pay all dues payable on a ship's tonnage, just as it would do if stowed below, its hitherto exemption from which cannot but have acted as a premium on unsafe loading; the second inflicting also a penalty for carrying deck-loads of timber during the winter months.

Both of these enactments apply alike to foreign and English vessels trading with British ports, other than home-trade ships, as defined by the Merchant Shipping Act, 1854.

"Deck and Load Lines."

Section 25 directs that every British ship (except ships under 80 tons register

employed solely in the coasting trade, ships employed solely in fishing, and pleasure yachts) shall be permanently and conspicuously marked with lines of not less than 12 inches in length and 1 inch in breadth, painted longitudinally on each side amidships, or as near thereto as practicable, and indicating the position of each deck which is above water. The lines to be white or yellow on a dark ground, or black on a light ground.

Section 26 provides that the owner of every British ship, except, as in the last section, yachts, fishing vessels, and ships under 80 tons register employed solely in the coasting trade, shall, before every voyage outwards from any port in the United Kingdom, mark on each of her sides amidships, or as near thereto as practicable, a circular disc 12 inches in diameter, with a horizontal line 18 inches in length through its centre, the centre of which disc to indicate the maximum load-line in salt-water to which he intends to load the ship for that voyage; the said discs, as in the deck-lines, to be white or yellow on a dark ground, or black on a light ground.

It is further required by one of the sub-sections (3) that the owner shall, in the form of entry delivered to the collector or other principal officer of Customs, insert, in writing, a statement of the distance in feet and inches between the centre of this disc and the upper edge of each of the lines indicating the position of each deck above that centre.

By sub-section (4) any officer of Customs may, in default of such statement, refuse to enter the ship outwards.

Sub-section (5) requires the master of the ship to enter a copy of this statement in the agreement with the crew before its being signed by any member of the crew, and that no superintendent of any mercantile marine office shall proceed with the engagement of the crew until this entry is made.

Sub-section (6) requires him also to enter a copy of it in the official log-book.

Sub-section (7) directs that the above markings on a ship's side shall remain

intact until her next return to a port of discharge in the United Kingdom.

Section 27 makes similar provision for marking the load-line in the coasting trade, but the disc-line to indicate the maximum load-line to which the owner intends to load the ship until notice is given of an alteration.

Sub-section (3) requires him once in every twelve months, immediately before the ship proceeds to sea, to deliver to the principal officer of Customs a statement, in writing, of the distance in feet and inches between the disc-line and the lines indicating the position of the ship's decks above that line.

Sub-section (4) requires the owner to give notice, in writing, to the principal officer of Customs before the ship proceeds to sea of any renewal or alteration of the disc-line, together with the distances between it and the decks above.

By Sub-section (5) the owner is liable to a penalty not exceeding 100*l.* for every failure to act up to the requirements of this section.

Section 28 inflicts a penalty not exceeding 100*l.* on any owner or master neglecting to have his ship marked as required by this Act, or to keep her so marked, or who allows her to be loaded so as to submerge the disc-line, or to be inaccurately marked so as to mislead. It also imposes the same penalty on any person who conceals, removes, alters, defaces, or obliterates, or suffers any person under his control to do so.

In common with many others, we have long since advocated the adoption of load-lines distinctly marked on ships' sides as the most likely means to prevent overloading. The Government authorities have always seen a difficulty in the way consequent on the varying depth to which ships might be safely loaded with different descriptions of cargo. However, "where there is a will, there is a way;" the difficulty has now been got over, and the manner in which the requirement has been carried out is, perhaps, the best that could be devised.

"Investigations into Shipping Casualties."

Section 29 empowers the Lord High Chancellor of Great Britain to appoint from time to time a Wreck Commission, or Wreck Commissioners up to the number of three, and to remove any such Commissioners, and in the event of its becoming necessary to appoint a Wreck Commissioner in Ireland, the Lord Chancellor of Ireland to have the appointment and power of removal of such Commissioner.

The duty of a Wreck Commissioner will be to hold, at the request of the BOARD OF TRADE, any formal investigation into a loss, abandonment, damage, or casualty (in this Act called a shipping casualty), under the eighth part of the Merchant Shipping Act, 1854, and for that purpose he will have the same jurisdiction and powers as are thereby conferred on two justices, &c.

Section 30 specifies rules of procedure by the Wreck Commissioners, justices, or other authority.

Section 31 confers on a Wreck Commissioner the same powers as are held by a Receiver of Wreck in holding investigations, &c.

Section 32 empowers the BOARD OF TRADE to hold inquiries or formal investigations as to stranded, lost, or missing ships.

"Miscellaneous."

Section 34 empowers any commissioned officer on full pay in the naval or military service of Her Majesty, or any officer of the BOARD OF TRADE or Customs, or any British consular officer, to detain a ship when authorized to do so by the Act, and inflicts a penalty, not exceeding 100*l.* on the master of the ship, if he shall proceed to sea after receiving notice of such detention, and also on the owner, if privy to the same.

Section 36 provides for the registering of every British ship.

Section 39 provides that on and after the 1st of January, 1877, all fees payable in respect of survey or measurement of ships, &c., shall be paid through a mercantile

marine office into Her Majesty's Exchequer, to form part of the Consolidated Fund of the United Kingdom, and that all salaries to surveyors under the Act, and salaries and expenses of persons employed under the Passengers Act, 1855, shall be paid from moneys provided by Parliament instead of, as hitherto, into and from the Mercantile Marine Fund. Also that the salaries or other remuneration to any Wreck Commissioner, Judge of Court of Survey, and others appointed under this Act, and all costs and compensations payable by the BOARD OF TRADE, be likewise paid out of moneys provided by Parliament.

The remaining sections of this heading are of a technical nature not calling for special notice or comment.

“*Repeal.*”

Section 45 under this heading provides for the repeal of such portions of the Merchant Shipping Acts, 1854, 1871, 1872, and 1873, as are superseded by this

Act, and for the repeal of the whole Act of 1875.

We have now summarised at some length this most important Act of Parliament. The crying necessity for those of its clauses relating to the safety and protection of our seamen we have ceaselessly advocated for more than twenty years in the pages of the *Life-boat Journal*. These views were re-echoed by the Press of the kingdom, and we have the satisfaction of knowing that our reflections have helped materially to mature public opinion on the whole of this important and national subject. We will only in conclusion observe that the Act is a great step in advance, and that whilst it does much for the protection of the lives of our seamen and passengers by sea, full justice is meted to the shipowner throughout, and that he is subjected to no more restraint or “espionage” than is indispensable for the public good, or than is imposed on the employers of labour and caterers for the public convenience on the land.

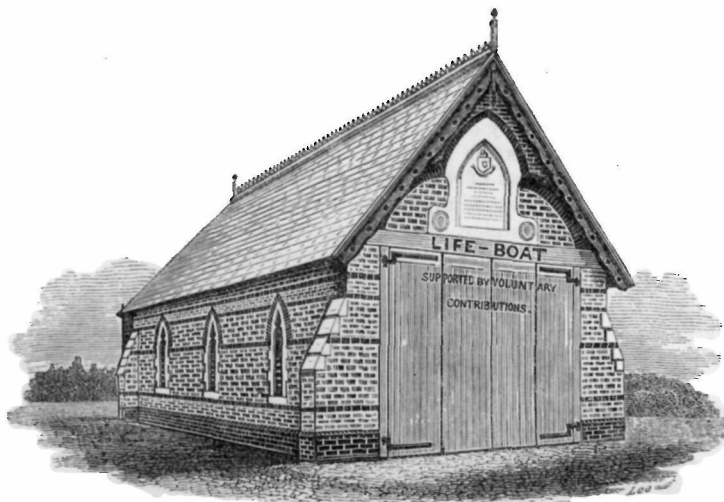
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#### ADDITIONAL STATIONS AND NEW LIFE-BOATS.

**HYTHE, KENT.**—The NATIONAL LIFE-BOAT INSTITUTION has formed a Life-boat establishment in the neighbourhood of this place, the station being styled the Hythe, Sandgate, and Folkestone Life-boat Station. The boat is manned by a joint crew of Coastguard-men and fishermen from Sandgate; but if at any time short-handed, others would be available from Hythe. Wrecks are not very frequent in the immediate neighbourhood; but, on the other hand, Folkestone is one of the chief ports for passenger transport between England and the Continent, and it was thought desirable to station this Life-boat in the vicinity, in readiness to assist distressed or wrecked vessels in Dungeness Bay, in easterly or south-easterly gales, when the Dungeness and New Romney Life-boats could not do so. The Life-boat sent is a large one, suitable to command the whole bay under sail; it is a 10-oared boat, 35 feet long and 9 feet wide, and is furnished with a transporting carriage.

A substantial and commodious house has been erected for their reception, from the plans and specifications of C. H. COOKE, Esq., Honorary Architect to the Society, on a convenient site, about midway between Hythe and Sandgate, the ground being readily granted to the Institution by the War Department. The cost of this Life-boat establishment, together with a handsome sum towards its future maintenance, has been presented to the Society by Miss HANNAH DE ROTHSCHILD, in memory of her late father, Baron MAYER DE ROTHSCHILD, formerly M.P. for Hythe—the boat being named the *Mayer de Rothschild*. The public inauguration of the new Life-boat Station took place on the 20th April, under the superintendence of Rear-Admiral WARD, Chief Inspector of Life-boats to the Institution. In the absence of the Countess GRANVILLE, her eldest daughter, Lady VICTORIA LEVESON-GOWER, named the boat in the customary manner. A luncheon was afterwards





given in the boat-house, under the presidency of Captain SARGEAUNT, R.N. The Chairman proposed the health of the donor of the Life-boat, calling upon Earl GRANVILLE to respond. His Lordship said he was very proud to be present on the occasion, and to have to speak on behalf of the lady who had so generously presented the Life-boat in memory of her deceased father. The late Baron MAYER DE ROTHSCHILD represented the borough for many years, and he might add that the lady belonged to that portion of the Rothschild family which had identified themselves with the history of Great Britain. His Lordship said that as he looked on the Life-boat he thought of the lines of Sir Walter Scott:

“ Upon the gale she stooped her side,  
And bounded o'er the swelling tide,  
As she were dancing home:  
The merry seamen laughed to see,  
Their gallant ship so lustily  
Furrow the green sea foam.”

In conclusion, he wished the great work of the NATIONAL LIFE-BOAT INSTITUTION, whose services in the cause of humanity were well known and appreciated, every possible success. Sir EDWARD W. WATKIN, M.P. for Hythe, also delivered an address on the occasion. The South-Eastern Railway Company readily granted a free conveyance to the Life-boat and its equipment over their line.

COURTOWN, Co. WEXFORD.—The Life-boat on this station was found to be unfit

for further service, and it has been superseded by another—a very fine boat, 36 feet long, 8 feet 4 inches wide, and rowing 12 oars double-banked. That boat was sent to its station last January, *via* Holyhead and Kingstown, it being towed from the latter place to Courtown by the Coastguard steam-cruiser. This boat, like the one it replaced, is named the *Alfred and Ernest*, after the sons of the Rev. E. HEWLETT, M.A., the zealous Hon. Secretary of the Manchester Branch, by which Branch the boats were presented to the Institution.

TORQUAY.—On the application of the local residents, confirmed by a resolution passed at a public meeting held in the town in September last, the NATIONAL LIFE-BOAT INSTITUTION has formed a Life-boat establishment at this place. It was considered that a Life-boat stationed there was likely to be as useful at Torquay as at Brixham, where one is already to be found; and that Torbay, which was sometimes a rendezvous for a large amount of shipping, and the shores of which were in several parts inaccessible to a Life-boat on the land side, should be provided with such a boat on each side of its entrance. There was only one practicable spot where a boat-house could be built, and the boat readily launched, and that was on the part of the beach called the “Ladies Bathing Cove.” The site was readily granted to the Institution by Sir LAWRENCE PALK, Bart., M.P., and, accord-

ingly, a handsome and commodious house has been erected there. The boat provided for this station is a 33-foot 10-oared one, and it has been furnished with a transporting carriage, so as to make it available for Babbicombe Bay on the east side of Torquay as well as for Paignton on the west side. The cost of this new Life-boat establishment was defrayed by Mrs BRUNDRET, of Manchester, through the Manchester Branch of the Institution, making the sixteenth boat that Branch has been the means of providing. The inauguration of the Life-boat Station took place on the 24th May last, under the superintendence of the Chief Inspector of Life-boats, in the presence of many thousands of spectators. The boat was drawn from the railway station to the harbour, a long procession comprising members of the Odd Fellows, Good Templars, and other societies, Coastguard-men, trades' representatives, and others, with several bands of music, accompanying it. On arriving at the harbour, Mrs. BRUNDRET,

the donor, formally handed over the Life-boat to the Institution and the Local Committee, the gift being suitably acknowledged by Admiral WARD, and L. B. BOWRING, Esq., C.B., Chairman of the Local Board of Health. Archdeacon ERLE then conducted a short religious service, in which those immediately present joined, and delivered a brief address to the boat's crew, after which the donor named the Life-boat, in the customary manner, the *Mary Brundret*, and it was launched into the harbour, where it was joined by the Life-boats from Brixham and Teignmouth, and afterwards capsized by means of a crane to demonstrate the self-righting property. The crew remained in the boat, and some of them were thrown into the water, whilst 3 men clung to the thwarts, and came up in their seats as it righted, the others also speedily regaining their places in the boat. In the evening a concert was given in aid of the Life-boat Fund.

#### THE WRECK REGISTER AND CHART FOR 1874-75.

THE wreck statistics of the twelve months ending in June, 1875, certainly record the most numerous casualties that have hitherto taken place in one year. The officers of H.M. Coastguard and Board of Trade have left not a single shipping accident unnoticed, either on our coasts or in our narrow seas. Accordingly, we find that the number of lost or damaged ships within those limits amounted in that year to 4,259. Of these, 155 were unhappily attended with loss of precious lives, which in the very large majority of cases could not be saved either by the craft of the NATIONAL LIFE-BOAT INSTITUTION or by the Rocket Apparatus of the Board of Trade.

In order to account for the increased number of wrecks, casualties, and collisions near the coasts of the United Kingdom for the year 1874-5, it is necessary to state that this is, in the first place, owing to the almost unprecedented

continuance of bad weather and heavy gales during the winter months in that period; and, in the second place, to casualties being included in the Wreck Register which in previous years were not considered of sufficient importance to be noticed. We may here remark that all minor accidents have in former years been included with all serious accidents (not total losses) under the head of "partial losses," but as it was found that to continue to include in the same class and without explanation such casualties as damage amounting to almost total loss of a ship, and the loss of a sail or a spar, was to give information in a manner that might be misunderstood, the class of casualties not resulting in total loss of ship has therefore in the present return been subdivided into two, viz., "serious" and "minor" casualties attended with "partial damage."

Moreover, it should be borne in mind

that in consequence of the care now taken, casualties have constantly been more and more accurately reported to the Board of Trade, so that in the returns of later years are included many casualties which would, under the arrangements of former years, no doubt have been unnoticed.

We may here remark that the lists in the Register of "Wrecks at Home" embrace cases which happen in waters within ten miles from the shores of the United Kingdom; in waters within any bays or estuaries; in waters around any outlying sandbanks which are dry at low water; in the seas between Great Britain and Ireland; and between the Orkney and Shetland and Western Islands and the mainland of Scotland.

The number of wrecks, casualties, and collisions from all causes on and near the coasts of the United Kingdom and in the surrounding seas reported during the year 1874-5 is 3,590, which is 1,787 more than the year 1873-4. We have fully stated above the reasons for this great increase, but we may here mention that of these 3,590 wrecks, casualties, and collisions 472 involved total loss against 408 and 576 respectively for the two previous years. Deducting 472 from 3,590, the remainder is made up of 1,172 serious casualties and 1,946 minor accidents.

The annual average number of wrecks on the coasts of the United Kingdom reported since 1855, divided into four periods of five years, may thus be given:—Between 1855 and 1859, the number was 6,023, giving an average of 1,204 a year. Between 1860 and 1864 the number was 7,415, or an annual average of 1,483; between 1865 and 1869, 9,467, or a yearly average of 1,893; and between 1870 and 1874-5, 10,428, giving in that period an average of 2,085 wrecks each year.

Considering the total number of casualties (3,590) a small proportion only are really attended with loss of life, on account of the prompt and unflinching efforts that are made by Life-boats and other means to succour the distressed sailor. It appears that of the casualties on our

shores in 1874-5, about one out of twenty-three resulted in loss of life.

In regard to the 3,590 wrecks reported as having occurred on and near the coasts of the United Kingdom during the year 1874-5, 659 were collisions, and 2,931 were wrecks and casualties other than collisions. Of these 2,931 wrecks, strandings, and casualties other than collisions, 411 were wrecks, &c., resulting in total loss, 981 were casualties resulting in serious damage, and 1,539 were minor accidents. The whole number of wrecks and casualties other than collisions on and near our coasts reported during the year 1873-4 was 1,422, or 1,509 less than the number of wrecks, strandings, and casualties, other than collisions, reported during the year 1874-5.

Again, the annual average in the United Kingdom for the nineteen and a half years ended June 1875 is—for wrecks, other than collisions resulting in total losses, 461; and—for casualties resulting in partial damage, 863. As against this the numbers for the year 1874-5 are for total losses 411, and for partial damage 2,520. Of these 411 total losses, 177 happened when the wind was at the force of a gale, and are classed in the returns as having been caused by stress of weather—84 appear from the reports made by the officers on the coasts to have been caused by inattention, carelessness, or neglect—33 arose from defects in the ship or in her equipments (and of these 33, 19 appear to have foundered from unseaworthiness); and the remainder appear to have arisen from various other, but we fear equally culpable, causes.

Looking carefully at the Register we find that of the 981 casualties resulting in serious damage, but not total loss, from causes other than collisions, on and near the coasts of the United Kingdom—393 happened when the wind was at the force of a gale, and are included as having been caused by stress of weather—182 arose from carelessness—129 from defects in the ship or her equipments; and the remainder appear to have arisen





**SUMMARY.**

*In 1874-5 the Number of Vessels lost or damaged on the coasts, and in the seas of the United Kingdom was 4,259, and the loss of Life as far as can be ascertained 926.*

|           | Life Boats | Mortar and Rocket Stations |             |
|-----------|------------|----------------------------|-------------|
| There are | 203        | 188                        | in England. |
| "         | 34         | 38                         | " Scotland. |
| "         | 31         | 49                         | " Ireland.  |



# WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR  
1874-5.  
Compiled from the Board of Trade Register.

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

● SIGNIFIES A CASUALTY.  
✠ REPRESENTS A LIFE BOAT.

Scale of Nautic Miles  
10 0 50 100





from various other causes. Of the 1,539 casualties resulting in minor damage, from causes other than collisions, on or near the coasts of the United Kingdom, 906 happened when the wind was at the force of a gale, and are included as having been caused by stress of weather, 234 were from carelessness, 59 from defects in the ship or her equipments; and the remainder appear to have arisen from various other causes.

Thus we learn that the total number of ships which foundered or were otherwise totally lost on and near the coasts of the United Kingdom, from defects in the ships or their equipments, during the year 1874-5, was 33; also that the number of casualties arising from the same causes during the same year, and resulting in serious damage, was 129, and those causing minor damage 59.

Again, it appears that 1,877 wrecks happened when the wind was at force 6 or under, that is to say, when the force of the wind did not exceed a strong breeze, in which the ship would carry single reefs and top-gallant sails; that 656 happened with the wind at forces 7 and 8, or a moderate to fresh gale, when a ship, if properly found, manned, and navigated, can keep the sea with safety; and that 952 happened with the wind at force 9 and upwards, that is to say, from a strong gale to a hurricane. In other words, 1,877 happened when the wind was such that a ship could carry her top-gallant sails; 656 when a ship ought to be well able to hold her course; and 952 with the wind at and above a strong gale.

We also observe that westerly winds are far more destructive than easterly winds, the most destructive being from south-west. It should, however, be mentioned that westerly winds are much more frequent on our shores than those blowing from the east.

In the year 1874-5, there were on and near the coasts of the United Kingdom 388 wrecks and casualties to smacks and other fishing vessels. Excluding these

388 fishing vessels, we observe that the number of vessels employed in the regular carrying trade that suffered from wreck, casualty, or collision on and near our coasts during the year was 3,871.

In regard to the ages of ships meeting with casualties on our coasts, we find that during the nine and a half years ending June, 1875, disasters to comparatively new ships bear a very high proportion to the whole number; and that during the year 1874-5, 338 wrecks and casualties happened to nearly new ships, and 646 to ships from three to seven years of age. Then there are wrecks and casualties to 921 ships from seven to fourteen years old, and to 1,262 from fifteen to thirty years old. Then follow 567 old ships from thirty to fifty years old. Having passed the service of half a century we come to the very old ships, viz., 74 between fifty and sixty years old, 31 from sixty to seventy, 18 from seventy to eighty, 11 from eighty to ninety, 3 from ninety to a hundred, and 3 upwards of a hundred. The ages of 335 are unknown.

It will be seen that the position of each one of these casualties is distinctly defined on the accompanying Wreck Chart, and one can thus somewhat realise the terrible shipwrecks that took place during the winter's storms. The sites of the 256 Life-boat Stations of the NATIONAL LIFE-BOAT INSTITUTION are also clearly denoted on the Chart.

To return again to our analysis of this Register, we observe that of the 4,259 vessels concerned in the 3,590 cases where ships were lost or damaged on and near the coasts of the United Kingdom, during the year 1874-5, 535 were steamships, 124 were rigged as ships, 1,200 schooners, 438 brigs, 439 barques, 446 brigantines, and 310 smacks; the remainder were small vessels rigged in various ways. Of the 4,259 vessels referred to, 2,036 did not exceed 100 tons burden, 1,352 were from 100 to 300 tons, 538 were from 300 to 600 tons, and 333 only were above 600 tons burden. Of

the 475 vessels totally lost, 39 are known to have been built of iron; and of this number 29 were steamships and 10 sailing vessels.

We may mention that the number of ships reported is in excess of the number of casualties, because in cases of collision two or more ships are involved in one casualty.

From the following list, showing the parts of the coasts on which the wrecks and casualties on and near the coasts of the United Kingdom happened during the year 1874-5, it will be seen that, as usual, the greatest number occurred on the East Coast. East Coast, 1,660; South Coast, 549; West Coast, 977; N. and W. Coast of Scotland, 77; Irish Coast, 292; Isle of Man, 23; Lundy Island, 8; and Scilly Isles, 4. While, however, the greatest number of wrecks happened on the East Coast, the greatest loss of life during the past nine years and a half took place on the West Coast.

It appears that the total number of shipping casualties in rivers in the year 1874-5 was 948, of which 21 were total losses.

The collisions numbered 582, foundering 23, strandings 216, and miscellaneous 127.

These 948 casualties caused the loss of or damage to 1,669 vessels, of which 1,010 were British sailing vessels, 519 British steam vessels, 123 foreign sailing vessels, and 17 foreign steam vessels. The number of lives reported to have been lost in rivers is 25.

As regards collisions on and near our coasts during the year 1874-5, 27 of the 659 which took place were between two steamships, both under way, and 45 of the 582 in harbours and rivers were also between two or more steamships under way.

We now approach the most important portion of the Wreck Register—that which deals with the loss of life from these numerous shipping disasters. Thus the returns too plainly indicate that the number of lives lost from the shipwrecks in 1874-5 was 926. We lament to say that this is

420 more than the number lost in the year ending June, 1874; but 331 lives were lost from one great and melancholy shipwreck, that of the German s.s. *Schiller*. The lives lost at home during the year 1874-5 were missed from 155 ships; 112 of them were laden vessels, 40 were vessels in ballast, and in three cases it is not known whether the vessels were laden or light. 121 of these ships were entirely lost, and 34 sustained partial damage. Of the 926 lives lost, 53 were lost in vessels that foundered, 63 through vessels in collision; 599 in vessels stranded or cast ashore, and 175 in missing vessels. The remaining number of lives lost (36) were lost from various causes, such as through being washed overboard in heavy seas, explosions, &c.

Twenty-one of these lives were lost in missing vessels which, although they are supposed to have been lost before July, 1874, are included in these returns, the reports having been received too late for them to be included in the returns for the former year. The 293 lives lost through the sinking of the ship *Northfleet* will account for the number of those who perished during the first six months of 1873 far exceeding the number lost during the whole twelve months, 1873-4. Of the 155 ships, from which the 926 lives were lost, 139 were British, involving the loss of 540 lives, and 16 were foreign, involving the loss of 386 lives.

We now come to an interesting and encouraging portion of the Wreck Register—that which relates to the prompt and gallant efforts, whenever practicable, to save the lives of those placed in jeopardy by these numerous shipping casualties. Of course the Lifeboats of our NATIONAL LIFE-BOAT INSTITUTION stand foremost in these noble efforts. Their services during the year 1874-5 may thus be briefly detailed:—In July and August, 1874, 43 lives were saved; in September, 21; October, 116; November, 48; December, 122; January, 1875, 119; February, 83; March, 45; April, 23; May and June, 12; making a total of 632 lives

saved by the Lifeboats in twelve months, in addition to 25 vessels saved from destruction.

It should also be stated that the Lifeboats were launched 109 times in the same period, when their services were unattended with positive results. But on such occasions there is no time for hesitation, and the Lifeboat proceeds out at once to offer help, which, as sometimes happens, the vessel in distress may not, from various subsequent causes, ultimately need.

It is only right to direct special attention to the 355 lives saved in 1874-5 by means of the Rocket Apparatus belonging to the Board of Trade, and worked so

efficiently by the Coastguard and the Rocket Volunteer Brigades.

Nevertheless, the perilous and dangerous work belongs undoubtedly to the Lifeboat and her brave crew. The operations of the Lifeboat Institution cover now the whole of the coasts of the United Kingdom, which are about 5,000 miles in extent. Along this long line of coast, its great Life-saving Fleet of nearly 300 boats, keep watch and guard, and are ever ready day and night to succour the distressed shipwrecked sailor; and the 24,000 men whom it has contributed to save from shipwreck, plead on behalf of the Institution in accents far more powerful than pen can express or describe.

#### SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT INSTITUTION FROM THE 1ST JULY TO THE 30TH SEPT. 1876.

**ARKLOW.**—At daybreak on the 8th July, 1876, the weather being moderate, information was received from the Coastguard that a barque was ashore near "Jack's-hole," Arklow Banks. The Life-boat *Out-Pensioner* was launched immediately, and on boarding the stranded vessel she was found to be the barque *Roycroft* of Annapolis, bound from St. John's to Dublin. The master expected to get the vessel off, and employed some of the Life-boat's crew in throwing cargo overboard. In the meanwhile, Dr. HALPIN, the Hon. Sec. of that Life-boat branch, telegraphed for steam-tugs, and at 11 P.M., from lightening the cargo, the tugs towed the vessel off the bank and subsequently into port. The *Roycroft* carried a crew of 12 men.

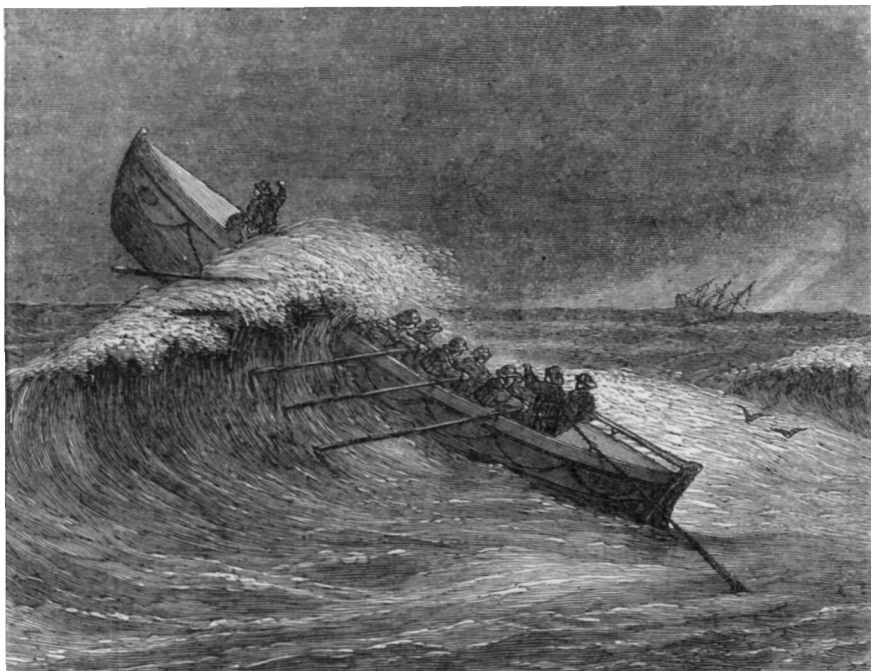
**LLANDDULAS.**—On the 30th July, at about 2 P.M., a disabled boat was discerned from this station, whilst it was blowing hard from the S.W. and a heavy sea running. The Life-boat *Henry Nixon* No. 2, was launched as speedily as possible, and proceeded to render assistance. She succeeded in coming up with the boat, which proved to be the *Eagle*, of Llandudno, at 3 P.M., and was just in time to rescue the 5 persons on board. The boat's mast was broken, she was nearly full of water, and the persons

saved were landed in a greatly exhausted condition.

**DUNGARVAN.**—At 3 P.M. on the 2nd August, the Life-boat *Christopher Ludlow* was launched from this station, and, after an hour and a half of hard rowing, the crew succeeded in boarding the brigantine *Bridget*, of Dungarvan, which vessel while on a voyage from Swansea to Bonmahon had been disabled aloft, and forced to come to an anchor in a dangerous position on a lee shore, a mile east of the Carrick Pans. It was blowing a gale from the S. with a heavy cross sea. Before dark the Life-boat had succeeded in landing all on board, consisting of 7 in the crew, and one passenger.

**PORTHDINLLAEN.**—At 4 P.M. on the 2nd August, during a southerly gale, a fishing smack belonging to Llanaelhaiarn had her sails carried away when ten miles from port, and was seen drifting to the N. before the storm. The Life-boat *Cotton Sheppard* was at once launched, and laying off under sail succeeded in intercepting the disabled boat about 5 P.M., and removing from her the crew of 3 men. Unable to regain her proper station, the Life-boat then bore up for Carnarvon Bar, which she crossed in safety towards 8 P.M.





The fishing boat was seen to founder soon after the removal of the crew.

PETERHEAD.—On the 3rd August the Peterhead Life-boat was launched, and was employed for many hours in assisting fishing vessels which, during a storm, were obliged to run for Peterhead Harbour. The crew from one fishing boat which capsized were drowned before any assistance could be afforded; the crew of another were removed from their vessel when it was in extreme peril, but were afterwards placed on board again, on a steam-tug getting the disabled craft in tow.

On the 4th August this Life-boat was again launched to the assistance of the brigs *Macedonia*, of Blyth, bound from Havana to Peterhead, and the *Robert Stevenson*, of Shields, from Archangel to London, which vessels, having been caught in a dangerous position on the lee side of the bay, were in peril of parting their cables if the then stormy weather increased in violence during the night. The crews of both vessels were safely landed for the night, while the brigs were temporarily abandoned.

NORTH SUNDERLAND.—On the 24th August the Life-boat *Joseph Anstice* was launched to the assistance of the fishing vessel *Gem*, of Eyemouth, which had got ashore near that port during a strong breeze and heavy sea. The Life-boat, by timely assistance which an ordinary boat could not have rendered, was the means of saving the boat, which did not sustain serious damage. The *Gem* carried a crew of 6 men.

MARYPORT.—On the 29th August the barque *Italiana*, of Nuova Rosa, got ashore on Seaton Point, near Workington, during a fresh breeze at N.W. A boat from the neighbouring coast put off to give assistance, but was capsized, and 3 men on board her were drowned. The Maryport Life-boat, *Henry Nixon* No. 1, was then telegraphed for, and she was promptly launched and proceeded to the vessel, which by that time had floated off, but needed a pilot. One was supplied from the Life-boat's crew, and the *Henry Nixon* then returned to her station.

NEWBIGGIN.—At daybreak on the 8th August, the Life-boat *W. Hopkinson* of

*Brighthouse* was launched in order to be in readiness to assist any fishing boats that might be seeking the shelter of the harbour.

During the night a sudden and heavy storm from S.S.E. had arisen, which caused great loss of life and property among the fishermen on the northern coasts.

No fishing vessels off Newbiggin required the Life-boat assistance as it turned out, but a heavy sea washed two of the crew out of the Life-boat and all hands encountered considerable danger before returning to the shore about noon.

Many lives are saved annually by the Life-boats at the different fishing stations, being launched in readiness to render assistance on such occasions.

SCARBOROUGH.—On the 3rd August, during a S.E. gale, the fishing yawl *Providence*, of Lowestoft, went ashore in the bay at low water. In order to save the vessel from being destroyed, when the tide arose the Life-boat *Lady Leigh* was launched, and by the assistance of her crew the *Providence* was got afloat with the rising tide, and placed in safety.

A similar service was performed by this boat on the 18th August, when the fishing smack *Dawn* of Grimsby, which had gone ashore in a bad sea, but fine weather, was also got afloat by having assistance, which, from the heavy surf, could not have been rendered by an ordinary boat.

MONTROSE.—On August 17th, at 1 P.M., the herring-boat *Vivid* of Ferryden, got aground on the Annat Bank, with a fresh south-easterly breeze, a good deal of sea on the bank. The Life-boat *Roman Governor of Caer-Hân* was launched and proceeded to her assistance. By the time the *Vivid* was reached, however, she had floated off, and having towed her out of danger, the Life-boat returned to her station.

SEATON CAREW.—On the forenoon of the 14th September, when it was blowing hard at N.E., a fishing boat of West Hartlepool got involved among the breakers near the North Gare, and exhibited signals of distress, being unable to get off shore against the strong wind. The Life-boat *Job Hindley* was at once launched, and pushing in among the broken water,

succeeded in recovering from the helpless fishing boat the crew of 3 persons.

DROGHEDA.—Shortly after midnight of the 25th September, the brigantine *Maxim* of St. John's, N.B., bound from Liverpool to St. John's, went ashore two miles north of Drogheda Bar. It was blowing hard at the time from E.S.E., with a considerable sea on the bar. The No. 1 Life-boat, the *Old George Irlam of Liverpool*, was launched, and proceeding out of the river succeeded in rescuing the crew, 8 in number, from the stranded vessel. The Life-boat regained her station about 2.30 A.M.

REDCAR.—On the 25th September at 10.30 P.M., the schooner *Psyche* of Swansea went ashore on the rocks off Redcar, and the Life-boat *Burton-on-Trent* was launched to her assistance. Rear-Admiral ROBERTSON, Assistant Inspector of Lifeboats to the Institution, who was at the station on a visit of inspection, went out in the boat, and he, in conjunction with the Life-boat men, rendered every assistance towards getting the vessel out of her dangerous position.

Four days afterwards a sudden gale from N.E., accompanied by rain, sprang up on this coast, and great excitement was occasioned at Redcar from the fact of there being five fishing cobbles out at sea. The gale came on between 7 and 8 A.M., and in an incredibly short time the sea rose to a great height. Two of the cobbles could be seen just outside the rocks, apparently unable to reach the shore. A crew having been speedily got together, the Life-boat *Burton-on-Trent* was launched at 8.30 A.M.; but in the meantime the cobbles had got inside the rocks, and soon afterwards reached the land in safety. Two out of the other three boats could by this time be seen labouring heavily about a mile off the pier-head, and these also managed, although with great difficulty, to get to land without the aid of the Life-boat. In the meantime it had been ascertained from the crew of the first coble that landed that the fifth boat had gone much farther out than the others, and as nothing had been seen of it since the gale came on, it was anxiously looked for from the beach, and the worst was apprehended. Accordingly the Life-boat put to sea, and made sail for the fishing-ground. In about half an hour the

missing coble could be just discovered about 4 miles off Redcar Pier-head, on which an anxious crowd was congregated. She was labouring heavily, and making little or no headway. The Life-boat reached her at 9.30 A.M., and took off the crew, there being 2 men and 1 lad on board, to the great relief of the spectators. It was evident that, had there been any delay in the launching of the Life-boat, the crew of the coble must have perished.

**SWANAGE.**—On the 30th of September the Life-boat *Charlotte Mary* was launched, and brought ashore the crews—7 men in all—from the schooner *Maid of Kent* and the yacht *Dragon*, which vessels were in very dangerous positions during a heavy gale from S.E. On the weather moderating a little, and the wind veering more to the southward, the Life-boat again put off, and some of the crew succeeded, with great difficulty, in taking the *Maid of Kent* into Poole Harbour.

**BROUGHTY FERRY.**—On the 4th of September two vessels were reported to be ashore at the mouth of the River Tay. A severe south-easterly gale was blowing at the time, and a heavy sea was breaking on the Tay Bar. The *English Mechanic* Life-boat went out in tow of the North British Railway Company's steamer, and, observing a ship's boat in the vicinity of one of the wrecks, made for it, and found that it contained the crew, consisting of 6 men, of the brig *Emerald*, of Montrose. These men were taken into the Life-boat, and afterwards put on board the steamer. The Life-boat then made repeated efforts to reach the other vessel, the schooner *Aristides*, of Drammen, but could not succeed, owing to the heavy surf and tide, four oars being broken in the attempt. While still using every effort to get alongside, the schooner broke up, and part of the wreck floated into the river, with the crew clinging to it, when one of the Broughty Ferry fishing-boats, which was in the vicinity, rescued the crew. The Life-boat would have done this, but the yawl, being in the way of the wreck, was the first to reach it.

**KINGSTOWN.**—On the 30th of September the brig *Leonie*, of Charlotte-Town, Nova Scotia, mistaking the *Vanguard* wreck-light

for the Kish Light, ran into shoal-water off Bray, 7 miles south of Kingstown, where, after daylight, the master anchored her; but, being in broken water, and afterwards fearing that she would drag her anchor, he hoisted a signal of distress, on which a telegram was sent to Kingstown, requesting that the Life-boat there might be sent to her aid. The Life-boat was accordingly launched at 1 P.M., and at 3 P.M. reached the brig, and took off her crew, consisting of the master and 6 men. Unfortunately, instead of running for the beach, about 500 yards distant, through the heavy surf which was raging along the whole coast, the coxswain made sail, with a view to work to windward and clear the broken water, and then to sail to Kingstown. After tacking, however, and when the boat had lost her way, she was struck by three heavy broken seas, the last of which falling on her broadside, she was upset, and the whole of her occupants—19 in all—were thrown into the sea. On her righting again, with her foremast broken, 5 or 6 men got into her, some clung to her life-lines and sides, and others swam for the shore. She was then safely steered to the beach by the master of the brig, who had got into her. It was then found that 3 of the brig's crew, who were young men, and unmarried, had been drowned; and the second coxswain of the Life-boat, THOMAS WHITE, a Coastguardman, who landed in an exhausted state, and severely injured, shortly afterwards died.

Had the Life-boat not been a self-righting one, more lives would undoubtedly have been sacrificed; but the unfortunate accident affords one more proof that, no matter how perfect are the Life-boats and their equipment, the humane and noble work of the Life-boatman must always be attended by a certain amount of danger, and that skill, as well as bravery, is absolutely needed in the management of the boats.

The NATIONAL LIFE-BOAT INSTITUTION has voted 150*l.* to the widow and the two children of THOMAS WHITE, to be added to the local subscriptions in their behalf; and a fourfold payment to the Life-boat's crew.

Thus the LIFE-BOAT INSTITUTION has ever taken charge of the families of the brave men who perish in the performance of their heroic deeds in the Life-boat, and

says that they shall not pass away unhonoured, and that those dependent on them shall not lack bread and consolation in their dire distress.

It must be added that, while the boats of the Institution have this year been manned by upwards of 10,000 persons, on service and exercise, poor WHITE'S is the only life lost from them.

#### SOCIETY OF LLOYD'S REGISTER.

An event interesting to many in the shipping world took place on the 5th of October in the presence of the Committee of Lloyd's Register of British and Foreign Shipping Society. The whole of their extensive staff of Surveyors, in this country and abroad, have combined to mark their esteem for the chairman, Mr. THOMAS CHAPMAN, F.R.S., F.S.A., &c., and their appreciation of his public worth during the long period of more than forty years that has marked his presidency over the destinies of the above Register Society. A large deputation of the Surveyors was present, and was introduced by Mr. B. MARTELL, the chief Surveyor, who read an address from the officers to Mr. CHAPMAN, and accompanied it by a magnificent presentation of plate, of elegant and appropriate design. Mr. CHAPMAN replied with much feeling. He recounted the early steps which were taken in 1834 to replace the two old

Register Societies which then existed, in consequence of the dissatisfaction they gave, by the present Register Society formed on a broader basis, and founded on sound and enduring principles. Some curious facts in connection with the early struggles of the newly-organised society were related, and were contrasted with its present prosperity and its great influence upon the shipping of this country and of the world.

A few months previously Mr. W. H. TINDALL, the Deputy Chairman of Lloyd's Register, supported by the Right Hon. G. J. GÖSCHEN, M.P., Chairman of Lloyd's, presided at a dinner given at the Albion Tavern, London, by the members of the Committee of the Register Society, on the occasion of their making a presentation to Mr. CHAPMAN of a beautiful silver *épergne*, and a portrait of himself. In giving the toast of the evening, Mr. GÖSCHEN said, in a highly complimentary speech, that he attributed the great public confidence placed in the Society of Lloyd's Register to the able manner in which it had been presided over by Mr. CHAPMAN, the singleness of mind with which the committee and executive performed their duties, and the integrity of its surveying staff.

It should be added that the NATIONAL LIFE-BOAT INSTITUTION has also had the advantage of the valuable and hearty co-operation of Mr. CHAPMAN as Chairman of its Committee of Management for more than twenty-three years.

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

##### ISLE OF MAN.

##### XX. and XXI.—DOUGLAS.

No. 1. The *Manchester and Salford Sunday Schools*, 32 feet long, 7 feet 6 inches beam, 10 oars.

No. 2. The *John Turner-Turner*, 35 feet long, 9 feet beam, 10 oars.

If the climate of the Isle of Man can justly be boasted of by the Manxmen as milder than many of the most popular winter watering-places in the South, its coasts, it must be admitted, are subject to as great an amount of tempest and change as any other portion of these islands; and in the early part of the present century the list of wrecks on its shores was annually a large one.

Good harbours, lights, and steam, by giving additional facilities for trade, greatly increased commerce, and, at the same time, greatly reduced the annual average number of wrecks.

At Douglas, the capital of the island, the Institution has found it necessary to station two Life-boats. The No. 1 boat, which is the smaller, is kept in a house on the esplanade to the north of the town, and is used for wrecks in the shallow part of the bay, and on the sands and shoals on that side of it. The No. 2 boat, which is intended specially to work under sail, is kept always afloat just inside the breakwater at the entrance of the harbour, and finds her work in standing out under canvas to remove the crews of vessels which, having been obliged to anchor in a dangerous position, are in expectation of parting from their cables.

The Isle of Man, from its situation midway between the three ever contending countries of England, Ireland, and Scotland, until recent times was not uncommonly the scene of struggles between the rival nations. The Manxmen, however, had always this great advantage, that an attack from either of the three powers called the other two to their assistance. And it was always

the sure refuge of those individuals of either country who sought shelter from the oppression of their own rulers. To the Isle of Man the Druids retreated from Anglesea before the persecution of the Romans under Suetonius Paulinus in 61, and Druidical remains still abound in the island. It remained, however, under the government of the King of Scotland till the times of Baliol and Bruce, when it passed provisionally into the hands of Edward I., and finally Henry IV. granted it to Sir John Stanley, who became King of Man, married the heiress of Knowsley, and was about the year 1400 also Lord Lieutenant of Ireland. The Lordship of Man remained in the Derby family till about 1736, when from lack of male heirs it passed into the hands of the Duke of Athole, with whom it remained till the rights of that family were purchased by the British Parliament in 1765; further grants were, however, made to the same family on the ground of inadequate compensation in 1805, and so late as 1829 nearly half a million more was voted to compensate the then Duke of Athole for his remaining rights, civil and ecclesiastical.

Sir William Hillary, who, about the year 1820, commenced a public agitation which resulted in the establishment of "the ROYAL NATIONAL INSTITUTION for the Preservation of Life from Shipwreck," and which, in later years, became the present ROYAL NATIONAL LIFE-BOAT INSTITUTION, resided in the Isle of Man, and one of the first local Life-boat Associations was established by him there in 1826. It is a significant fact, illustrative of the wondrous strides made in recent years towards lessening the perils of the sea, that between 1821 and 1846, 144 wrecks took place on this island, entailing the loss of 172 lives, while during the last five years there have been scarcely a dozen wrecks on the coast, and the loss of life has not been very large. Yet the commerce has greatly increased since the beginning of the century.

One of the prominent features in the wild scenery of this part of the coast is the rocky islet of St. Mary-at-Conister, a reef and ledge of rock in the centre of the bay, which is covered at high water, and which was the frequent scene of appalling wrecks. In 1833 Sir William Hillary built on it the present tower, to indicate its position to mariners, and afford refuge to the crews of vessels wrecked on the rocks at its base. On the mainland, opposite this island-tower, stood, until the beginning of this century, an ancient British fortress, in which Caratack, brother of Boadicea, found refuge from the fury of the Romans after the defeat and death of that Queen and her children.

From the "History of the Life-boat and its Work," by RICHARD LEWIS, Esq., we learn that in 1825 Sir William assisted in saving the lives of 62 persons from the steamer *Glasgow*, and 11 persons from the sloop *Fancy*; between 1827 and 1832 he saved many other lives, "but his greatest success was on the 20th of November, 1830, when he saved in the Life-boat 22 men, the whole of the crew of the mail steamer *St. George*, which became a total wreck on St. Mary's Rock. On this occasion he was washed overboard among the wreck, with three other persons, and was saved with great difficulty, having had six of his ribs fractured."

The Honorary Secretary of the Douglas Branch is THOMAS BAWDEN, Esq., to whom the Public and the Institution are indebted for his careful superintendence of this important Life-boat station; 40 lives have been saved from the No. 1 station since 1868.

### XXII.—RAMSEY (ISLE OF MAN).

The *Two Sisters*, 33 feet long, 8 feet 6 inches beam, 10 oars.

At the north end of the Isle of Man is the town of Ramsey, having a small harbour inside the mouth of the river Sulby; the river is narrow, and the entrance has to be protected by strong works of masonry and a pier.

Vessels use the anchorage outside extensively during westerly winds, but if caught at anchor with an easterly or north-easterly gale they are placed in a most dangerous position, as, though the mouth of the river is under their lee, it can only be taken at favourable states of the tide and in moderate weather.

The Life-boat *Two Sisters* is therefore kept in a house on the esplanade, near the entrance of the river, and, on her carriage, is run down the beach in the immediate vicinity of her station, and is generally, except in the case of heavy on-shore gales, got afloat without difficulty.

There is always a heavy sea to contend with, and it is fortunate for the distressed ships which require the services of the Life-boat that the crew is composed of Ramsey fishermen, who are reckoned among the best of the proverbially hardy Manxmen. Most of the wreck work is performed by the Life-boat under sail.

Since the establishment of this Station in 1868, through the Manchester Branch, 65 lives have been saved by the Life-boat, besides which several ships and cargoes have been saved entire by timely assistance, and much other aid has been rendered to vessels in need of it.

The Rev. GEORGE PATON, the Rector of Ramsey, is the valued and energetic Honorary Secretary of this branch.

### XXIII.—CASTLETOWN (ISLE OF MAN).

The *Commercial Traveller*, 32 feet long, 7 feet 6 inches beam, 10 oars.

This town is situated at the mouth of a small stream, named the Silver-burn, on the extreme south side of the island. The little stream empties itself into Castletown Bay, which is land-locked for three-fourths of a circle, but is open to the south-west; the shores are very rocky, and vessels, though they may use the anchorage with the wind in any other direction in safety, are placed in a dangerous position if a south-west gale sets in, and getting to sea in a sailing vessel is then most difficult. The Life-boat, therefore, may be called on to remove crews from vessels in danger of parting from their cables, and also may be wanted to rescue the crews of stranded vessels inside or outside Castletown Bay. Forty lives have been saved from this station.

The boat-house is built adjoining the castle of Rushen, which occupies the prominent place in the centre of the town. The boat is kept on a carriage, and can be launched, when the tide suits, either in the stream or from the coast under the lee of the pier, or be conveyed by land to other parts of the coast.

The castle of Rushen, remarkable for the great thickness and strength of some parts of the walls, is in good preservation, and is used as a prison. A castle was built by the Danes here about 960, but the present castle was probably erected in the thirteenth century. In the southern tower is

still preserved the quaint strange-looking clock presented by Queen Elizabeth. In 1313 Rushen Castle was besieged by the army of Robert Bruce, and became famous for having successfully resisted all attacks for six months.

The magnificent view from the battlements of the castle embraces in one sweep the Calf of Man to the westward; the Paris Mountains in Anglesea, and the Black Coomlee in Cumberland to the south-east; and to the north-west, through a gap in the lands of the Isle of Man, the Mourne Mountain in Ireland.

A considerable number of fishing-boats belong to the port, and at some seasons many others make it their port of refuge. The Life-boat, therefore, has a good crew.

G. H. QUAYLE, Esq., is the zealous Honorary Secretary of this branch.

### SOUTH WALES.

#### XXIV.—MILFORD.

The *Katharine*, 33 feet long, 8 feet 6 inches beam, 10 oars.

This Life-boat is stationed at Angle Point, near the south side of the entrance to Milford Haven. She is intended to carry out pilots to vessels anchored in a distressed condition outside the haven, or to remove the crews from ships anchored in dangerous proximity to the steep cliffs which form the shores of this magnificent inlet of the sea.

The boat-house is placed on the edge of steep ground, close to the water, and a long slipway enables the boat to launch at any time of tide without difficulty. No carriage is used, as it is not possible to transport by land.

The *Katharine* was so named at the request of Titus Salt, Esq., of Bradford, who, in 1867, presented the Institution with the boat.

The boat has been launched several times to vessels in distress in need of pilots, and the like, besides which she has saved 19 lives; but her services are not so frequently required as the boats of many other Stations.

HENRY PATRISON, Esq., Collector of Customs, is the Honorary Secretary of this branch.

### SUMMARY OF THE

#### MEETINGS OF THE COMMITTEE.

THURSDAY, 1st June, 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, Chief Inspector of Life-boats to the Institution, on his recent visits to Cemlyn, Cemaes, Bull Bay, Aberystwith, Pembrey, Cardigan, Torquay, Dartmouth, and Teignmouth.

Also the Reports of Rear-Admiral DAVID ROBERTSON, Assistant-Inspector of Life-boats, on his visits to Hartlepool, West Hartlepool, Withernsea, Hornsea, Bridlington Quay, Flamborough, Dover, and Hythe.

Also the Report of Captain C. GRAY JONES, R.N., Second Assistant-Inspector, on his recent visits to Chapel, Skegness, Sutton, and Theddlethorpe.

Reported the receipt of 420*l.* from the Jewish Scholars' Life-boat Fund, to place a Life-boat on the coast, to be named the *Michael Henry*.

Decided that the Committee of the Fund be thanked, and that a Life-boat be appropriated to the gift as early as practicable.

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

|                                                                                                     | £.  | s. | d. |
|-----------------------------------------------------------------------------------------------------|-----|----|----|
| "Plimsoll" Life-boat Fund, per Mr. J. FITZPATRICK, Liverpool . . . . .                              | 198 | 8  | 11 |
| Miss ELIZABETH RAWSON . . . . .                                                                     | 100 | 0  | 0  |
| Nottingham Amateur Christy Minstrels, per Nottingham Branch . . . . .                               | 50  | 0  | 0  |
| Collected on board the S. S. <i>St. Ogyth</i> , per Capt. R. McNAB . . . . .                        | 11  | 0  | 0  |
| Collected after Sermons in Trinity Church, Weston-super-Mare, per Rev. J. BARTLETT . . . . .        | 11  | 0  | 0  |
| Collected after Sermons in Adderley Church, Market Drayton, per Rev. ATHELSTAN CORBET, M.A. . . . . | 2   | 16 | 0  |
| —To be severally thanked.                                                                           |     |    |    |

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

|                                                       | £. | s. | d. |
|-------------------------------------------------------|----|----|----|
| The late Miss MARY KERR, of Dumfries . . . . .        | 50 | 0  | 0  |
| The late Miss ELIZABETH EVE DAY, of Reading . . . . . | 10 | 10 | 0  |
| The late Mrs. CAROLINE FARLEY, of Clifton . . . . .   | 19 | 19 | 0  |

Reported the transmission to their Stations of the Torquay, Hartlepool No. 1, Aberystwith, Chapel, and Sutton new Life-boats.

The two first Life-boat Stations had been publicly inaugurated, under the superintendence, respectively, of the Inspector and the Assistant-Inspector of Life-boats to the Institution.

Decided to re-establish the Life-boat Station at Cemlyn, on the coast of Anglesey, on the invitation of the local residents; and that the gift by the Loyal Order of Ancient Shepherds of a Life-boat, to be named the *Good Shepherd* be appropriated to that Station.

Read letter from Capt. GRAHAM, R.N., of H.M.S. *Britannia*, of the 19th May, stating that 250*l.* had been subscribed by the Naval Cadets of that ship, and their friends, in aid of the cost of a Life-boat, to be named the *Royal Naval Cadet*. He proposed to hand that amount to the Institution, on the understanding that it would furnish the necessary funds to complete the cost of a Life-boat. He would thereupon guarantee a sufficient sum yearly for the maintenance of the Life-boat.

To be thanked, and informed that while the Committee fully appreciated that kind offer, they would prefer if he would persevere until the whole of the first cost of the Life-boat, carriage, and equipment, about 500*l.*, had been raised, when a Station would probably be available for the boat.

Voted the thanks of the Institution to Mr. J. K. TOOMEY, in acknowledgment of his kind co-operation during the period he occupied the office of Honorary Secretary of the Wicklow branch of the Society.

Paid 2,203l. 7s. for sundry charges on various Life-boat establishments.

Voted 18l. 18s. 6d. to pay the expenses of the Lydd and Whitby Life-boats in performing the following services:—

|                                                      |              |
|------------------------------------------------------|--------------|
|                                                      | Lives saved. |
| Russian Barque <i>Ilmatar</i> , of Finland . . . . . | 15           |
| Four Fishing Cobles . . . . .                        | 12           |

[The details of these services will be found on page 593 of the last Number of this Journal.]

Voted also 32l. 10s. to pay the expenses of the Life-boats at Penarth and Walmer in putting off, in reply to signals of distress, to the aid of vessels not ultimately needing assistance.

The Berwick Life-boat had also been launched to the aid of several fishing-boats, which had been caught in a sudden gale; but all of them fortunately got safely into port.

Voted the Silver Medal of the Institution to Mr. R. J. BARTHOLOMEW, and its thanks, inscribed on vellum, to Mr. C. O'NEILL, JOHN BELL, and PETER MCKINNON, for putting off in a boat from the steamer *Argyll*, of Rothesay, in a gale of wind and heavy sea, at great risk, and rescuing one of the crew of the Russian barque *Tovernus*, which had been run into while at anchor, and had sunk on Skelmorlie Bank, in the Clyde, on the 23rd Dec. The thanks of the Institution, inscribed on vellum, were also voted to Capt. CAMPBELL, Master of the *Argyll*, for his co-operation on the occasion.

Also the Silver Medal of the Institution, and 1l., to Mr. RICHARD BILLET, Chief Boatman of H.M. Coastguard, and Coxswain of the Institution's Life-boat at Lydd, and 1l. each to 4 other Coastguard-men, for putting off in their boat, and taking off the master and his wife from the barque *Ilmatar*, of Finland, which had stranded off Dungeness on the 8th May. Great risk was incurred in performing this service, the boat being once capsized in launching.

Also 2l. 10s. to 5 men of Holy Island, for rescuing the master and one of the crew from the rigging of the steamer *Calcium*, of Kirkcaldy, which had sunk on the Goldstone Rock during foggy weather, on the night of the 3rd May.

THURSDAY, 6th July:

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 Dartmouth, Harwich, and Brussels.

Also the Report of the Assistant-Inspector, on his visits to Bridlington Quay, Filey, Scarborough, Broughty Ferry, Thurso, Stromness, Longhose, Kirkcudbright, Whithorn, Port Logan, Ballantrae, Girvan, Isle of Arran, and Ardrossan.

Also the Report of the Second Assistant-Inspector on his recent visits to Ashton-under-Lyne, Balbriggan, Howth, Greystones, Wicklow, Arklow, Courtown, Cahore, Wexford, Carnsore, Duncannon, Tramore, Dungarvan, Ardmore, Youghal, Queenstown, Ballycotton, Courtmacsherry, and Valentia.

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

|                                                      |          |
|------------------------------------------------------|----------|
|                                                      | £. s. d. |
| Anonymous, per Messrs. BARCLAY, BEVAN, & Co. . . . . | 100 0 0  |

|                                                                                                                                         |                    |
|-----------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| Miss GAINSFORD, Brighton . . . . .                                                                                                      | £. s. d.<br>50 0 0 |
| BRISTOL HISTORIC CLUB, in aid of the support of their Life-boat at LOSSIEMOUTH, N.B. . . . .                                            | 50 0 0             |
| Collected at the Glasgow Custom House, per D. Williams, Esq., and Mr. M. O'HALLORAN . . . . .                                           | 31 0 0             |
| Collected on board the Cape Mail steamship <i>African</i> , Captain COARHOPE, after sermons by Rev. E. B. PRINCE, of Cape Town. . . . . | 12 15 0            |
| Part proceeds of Odd Fellows' and Foresters' Fête at Ipswich, on Whit-Monday, per W. B. Jeffries, Esq. . . . .                          | 5 0 0              |
| —To be severally thanked.                                                                                                               |                    |

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

|                                                                                        |           |
|----------------------------------------------------------------------------------------|-----------|
|                                                                                        | £. s. d.  |
| The late W. J. RIDEOUT, Esq., of Charles Street, Berkeley Square (duty free) . . . . . | 1,000 0 0 |
| The late GEORGE IRLAM, Esq., of North Row, Park Lane (duty free) . . . . .             | 1,000 0 0 |
| The late Miss M. A. BIRTWHISTLE, of Cheltenham . . . . .                               | 1,000 0 0 |
| The late Mrs. ANNE TAYLOR, of Bolton (duty free) . . . . .                             | 50 0 0    |
| The late Miss MARGARET JOHNSTON, of Chichester (duty free) . . . . .                   | 50 0 0    |
| The late Mr. THOMAS CRACKLES, of Hull . . . . .                                        | 19 19 0   |

Reported the transmission to its station of the Broughty Ferry (Dundee) Life-boat.

Also that the *Good Shepherd* Life-boat, which had been presented to the Institution by the Loyal Order of Ancient Shepherds, had been publicly exhibited and launched at Ashton-under-Lyne on the 3rd and 5th June, on the occasion of the Jubilee of the Order.

A fine specimen of the Life-boat and Carriage of the Society, fully equipped, together with models, drawings, &c., had, on invitation of the Committee of the Brussels International Exhibition, been forwarded to that Building. The KING and QUEEN of the BELGIANS took special notice of the Life-boat. The King examined it minutely, and remained about five minutes in conversation with Admiral Sir W. H. HALL, K.C.B., Mr. LEWIS, and Admiral WARD. He expressed his high admiration of the great and national work accomplished every year by the Institution, which he earnestly hoped would continue to prosper.

[We may add that the Jury of the Exhibition have since awarded its highest distinctions—a Gold Medal and a Diploma of Honour—to the NATIONAL LIFE-BOAT INSTITUTION, in acknowledgment of the "perfection and remarkable character of its Life-boat and Equipment, and its other Exhibits in Class Eleven of the Exhibition."

We are gratified to find that similar distinctions have been conferred on Admiral Sir Wm. HALL in admiration of his untiring exertions in establishing Sailors' Homes in Great Britain and Abroad.]

Ordered that various works be carried out at the Life-boat Stations at Eyemouth, Cruden Bay, Portrush, Cromer, Youghal, Hythe, and Donna Nook, at an expense of 1106l. 5s.

Voted a Telescope and 20l. to Mr. WILLIAM MEARNS, Senior, in acknowledgment of his long and gallant services while holding the position of Coxswain of the Montrose Life-boat, which he was now compelled to resign, on account of ill-health.

Decided to form a Life-boat Station at Dartmouth, and to appropriate thereto the legacy left to the Institution by the late H. W. PICKERSGILL, Esq., R.A., for a Life-boat to be named after himself.

Read letters from Mr. G. A. ARMSTRONG, of Los Angeles, California, calling attention to his plan of Life-boat.—*To be acknowledged.*

Ordered that 1,000*l.* of the Funded Capital of the Institution be sold out to assist in meeting heavy payments on various Life-boat Establishments, which amounted altogether to 3989*l.* 2*s.* 5*d.*

Voted 18*l.* to pay the expenses of the Caister No. 2 Life-boat in bringing ashore the captain, pilot, and 12 of the crew of the ship *McNear*, of Boston, U.S. The Caister No. 1 Life-boat subsequently assisted to save the vessel.

[The details of these services will be found on page 591 of the last Number of this Journal.]

Voted 45*l.* 3*s.* 6*d.* to pay the expenses of the Life-boats at Broadstairs, Barmouth, Salcombe, Hunstanton, and Fraserburgh, in either assembling their crews or putting off to the aid of vessels not ultimately needing assistance.

Voted also 1*l.* to H. J. HARR, and 2 other men, for putting off in a boat and rescuing 2 men from a Gravesend wherry which had been capsized off Folkestone, during a fresh N.E. breeze, on the 19th May.

THURSDAY, 3rd August:

The Chairman of the Institution, in the Chair.

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

Also the Report of the Inspector of Life-boats on his recent visits to Watchet, Weymouth, Guernsey, and Alderney.

Also the Report of the Assistant-Inspector on his visits to Troon, Ayr, Irvine, Campbeltown, Southend (Cantyre), and Mablethorpe.

Also the Report of the Second Assistant-Inspector of Life-boats on his recent visits to Greystones, Giles Quay, Balbriggan, and Howth.

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

|                                                                                                                                       | £.    | s. | d. |
|---------------------------------------------------------------------------------------------------------------------------------------|-------|----|----|
| In memory of two officers, Indian Army (Madras), HAWKINS and SPINKS (many years deceased). From Mrs. A. D. M., born HAWKINS . . . . . | 1,000 | 0  | 0  |
| County Court Life-boat Fund, per Mr. J. ROBERTS . . . . .                                                                             | 115   | 0  | 4  |
| Ancient Order of Foresters. Annual Subscription in aid of the support of their two Life-boats, per SAMUEL SHAWCROSS, Esq. . . . .     | 100   | 0  | 0  |
| ARTHUR HUTCHINSON, Esq., and the Misses FANNY and CHARLOTTE HUTCHINSON . . . . .                                                      | 24    | 0  | 0  |
| Collected at Colombo, Ceylon, per S. LE COCQ, Esq. . . . .                                                                            | 1     | 5  | 0  |

—*To be severally thanked.*

Reported that the late Misses AGNES and ELIZABETH FERGUSON, of Edinburgh, had left the munificent legacy of 5,000*l.* to the Institution.

Ordered that new Life-boat houses be erected at Holyhead and Whitehaven, at an expense of 700*l.*

Reported that the new Life-boat sent to Campbeltown, N.B., last month by the Institution was

publicly named the *Princess Louise* at its station, and was afterwards launched and tried by the crew, under the superintendence of the Assistant-Inspector of Life-boats to the Society, his Grace the DUKE of ARGYLL and members of his family, being present on the occasion.

Voted the thanks of the Institution to W. H. DENNETT, Esq., and Capt. SPENCER P. BRETT, R.N., in acknowledgment of their past valuable co-operation as the Honorary Secretaries, respectively, of the Worthing and Dawlish branches of the Society.

Also to Lloyd's Register of British and Foreign Shipping Society, for their kind present to the Institution of their Register for the current year.

The Committee expressed their deep regret at the lamented death of the Rev. CHARLES HESKETH, M.A., who had been the Chairman of the Southport Branch of the Institution from its formation.

Sir EDWARD PERROTT, Bart., V.P., called the attention of the Meeting to the gratifying fact that the respected Chairman of the Institution had been publicly entertained on the 5th July by the Committee of Lloyd's Register, and presented with a piece of plate and a portrait of himself.

The Committee expressed their high appreciation of this mark of respect to Mr. CHAPMAN.

Paid 1809*l.* 9*s.* 10*d.*, for sundry charges on various Life-boat Establishments.

Voted 13*l.* 4*s.* to pay the expenses of the recent services rendered by the Cemaes and Llanddulas Life-boats. The former boat had brought ashore 8 men from Skerries Island, they having exhausted their provisions, and the sea being too rough to allow their tender to reach the island; and the latter Life-boat had saved 5 men from a pleasure-boat belonging to Llandudno, which had been disabled off Llanddulas.

The Arklow Life-boat had also rendered assistance to the distressed barque *Roycroft*, of Annapolis.

Voted 23*l.* 18*s.*, to pay the expenses of the Life-boats at Wells, Wicklow, and Hunstanton, in putting off in reply to signals of distress exhibited by vessels not ultimately requiring the aid of the Life-boats.

THURSDAY, 7th September:

GEORGE LYALL, Esq., V.P., Deputy Chairman, in the Chair.

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

Also the Report of the Inspector of Life-boats on his recent visits to Poole, Swanage, Chapman's Pool, Kimmeridge, Brooke, Brightstone, Bembridge, Hayling Island, Chichester Harbour, and Selsey.

Also the Report of the Second Assistant-Inspector of Life-boats on his visits to Aberdovey, Barmouth, Abersoch, Porthdinllaen, Portmadoc, Llanddwyn, Rhoscolyn, Holyhead, Cemaes, Amlwch, Moelfre, and Rhosneigr.

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

|                                                                                            | £.  | s. | d. |
|--------------------------------------------------------------------------------------------|-----|----|----|
| Loyal Order of Ancient Shepherds. Further in aid of the Cemlyn Life-boat Station . . . . . | 200 | 0  | 0  |



|                                                                                                                                               | £. | s. | d. |
|-----------------------------------------------------------------------------------------------------------------------------------------------|----|----|----|
| Independent Order of Odd Fellows (Manchester Unity). Annual Subscription towards the support of their Life-boat at Cleethorpes . . .          | 50 | 0  | 0  |
| Collected by Capt. RICHARD GIBBON, of the S.S. <i>Young Ching</i> , in Shanghai . . . . .                                                     | 26 | 7  | 11 |
| Collected by Capt. H. BALLARD, of the Cape Mail S.S. <i>Teuton</i> , on her last voyage to and from the Cape, per G. S. COXWELL, Esq. . . . . | 13 | 10 | 0  |
| Part of Proceeds of Forester's Fête at Burton-on-Trent, per Mr. W. UDALL . . . . .                                                            | 10 | 0  | 0  |
| Collected after Sermon in Burnby Church, Yorkshire, per Rev. J. M. WILLIAMS . . . . .                                                         | 3  | 15 | 1  |
| Collected on board the S.S. <i>King Ermyr</i> , per Capt. A. HARLOW. . . . .                                                                  | 2  | 5  | 0  |
| Collected on board the S.S. <i>Lady Josyan</i> , per Capt. T. KEMP . . . . .                                                                  | 2  | 0  | 0  |
| Coins saved for the Life-boat Fund, by a Lady, now deceased, per Miss SIMPSON. . . . .                                                        | 0  | 12 | 6  |

— To be severally thanked.

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

|                                                                                                                                                           | £.  | s. | d. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|----|
| The late Mr. WILLIAM WALLACE, of Curtain Road, Shoreditch, duty free . . . . .                                                                            | 800 | 0  | 0  |
| The late Mrs. ANN FAWCETT, of Norfolk Terrace . . . . .                                                                                                   | 500 | 0  | 0  |
| The late J. M. STOTT, Esq., of Rastrick, York, a sufficient sum (duty free) to provide a <i>Jonathan Stott</i> Life-boat for the Yorkshire Coast. . . . . | 250 | 0  | 0  |
| The late Miss MARY BROWNE, of Liverpool . . . . .                                                                                                         | 100 | 0  | 0  |
| The late J. J. STANTON, Esq., of Lewisham . . . . .                                                                                                       | 50  | 0  | 0  |
| The late STEPHEN BRYAN, Esq., of Dalston . . . . .                                                                                                        | 19  | 19 | 0  |
| The late H. F. JILLARD, Esq., of Islington . . . . .                                                                                                      |     |    |    |

Reported that the Cemaes new Life-boat had been forwarded to its station.

The cost of the Life-boat had been defrayed by GEORGE HEGINBOTTOM, Esq., of Ashton-under-Lyne and Southport, and at his request the boat is named the *Ashtonian*, in honour of the birth-place of the donor.

Also that various works be carried out at the Guernsey, Cardigan, and Balbriggan Life-boat Stations.

The Committee expressed their deep regret at the lamented deaths of the following coadjutors of the Institution:—

Sir HENRY GORDON, BART. President of the Isle of Wight Branch.

Rev. J. S. AVERY. Formerly Honorary Secretary of the Bude Branch.

Captain C. PARKER, R.N. Formerly Honorary Secretary of the Newark Branch.

Mr. JOHN WILLIAMS. Honorary Secretary of the Llandudno Branch.

W. B. HUME, Esq. Member of Winterton Life-boat Committee.

Miss MARY BROWNE. Donor of Llandudno Life-boat.

Read letter from His Excellency Judge EDWARDS PIERREPONT, the Ambassador from the United States of America, of the 6th September, applying, on behalf of Mr. F. A. CONKLING, and

other gentlemen of New York, for information on the work of the NATIONAL LIFE-BOAT INSTITUTION, they proposing to form a similar society in that city.—Decided that this request be cordially complied with.

Read letter from the Treasurer of the Anglesey Branch, of the 14th August, stating that a Bazaar had recently been held on behalf of the funds of that Branch, and had realised 150*l.*—To be thanked.

Also from E. ODELL, Esq., of Dungarvan, of the 7th August, expressing his readiness to grant the Institution a site on which to erect a new Life-boat-house at Ardmore.—To be thanked.

Read letter from Mr. C. COLWELL, of Great Yarmouth, of the 9th and 29th ultimo, calling attention to a plan of Life-boat which he had invented.—To be acknowledged.

Also from Miss McLEAN, of Kensington, on the subject of a portable ambulance she had invented for the use of injured persons.—To be acknowledged.

Paid 1,029*l.* 10*s.* 7*d.* for sundry charges on various Life-boat Establishments.

Voted 71*l.* to pay the expenses of the Life-boats at Dungarvan, Porthdinllaen, Peterhead, and Broughty Ferry, in rendering the following services:—

|                                                          | Lives saved. |
|----------------------------------------------------------|--------------|
| Brigantine <i>Bridget</i> , of Dungarvan . . . . .       | 8            |
| Fishing-boat of Llanaelhaiarn . . . . .                  | 3            |
| Fishing-boats in distress—rendered assistance.           |              |
| Brig <i>Macedonia</i> , of Blyth . . . . .               | 7            |
| Brig <i>Robert Stevenson</i> , of North Shields. . . . . | 9            |
| Brig <i>Emerald</i> , of Montrose . . . . .              | 6            |

The Scarborough, Caister, Montrose, and North Sunderland Life-boats had also rendered the following services:—

Fishing-smacks *Providence*, of Lowestoft, and *Dawn*, of Grimsby, assisted to save vessels; S.S. *Cingulose*, of London, remained by vessel; fishing-boat *Vivid*, of Ferryden, assisted to save vessel and crew, 6; fishing-boat *Gem*, of Eyemouth, assisted to save vessel and crew.

[Vide pages 617–19 for particulars of most of these services.]

Voted also 73*l.* 2*s.* to pay the expenses of the Maryport, Newbiggin, Abersoch, Brighton, Stonehaven, Sutton, Orme's Head, New Brighton, and Porthdinllaen Life-boats, in either assembling their crews or going off to the aid of vessels not eventually needing their assistance.

Voted 1*l.* to 2 men belonging to Antrim, for saving 2 other men from a boat which had been capsized on Lough Neagh on the 25th May.

Also 1*l.* to 3 Wicklow men for rescuing 4 persons from a boat which had been capsized near Wicklow Bar, during a fresh S.S.W. breeze, on the 10th August.

Also 2*l.* to 3 men belonging to Rhosneigir, Anglesey, for saving a man from a boat which had been swamped in Aberffraw Bay on the 14th August.

And 10*l.* to 14 Caister beachmen for putting off in one of their yawls, during a strong S.S.W. wind, and considerable sea, and, with difficulty and risk, saving 3 persons from the mast of the trawling-boat *Victoria*, which had stranded and sunk on the Barber Sand on the 6th September.

NOTICE.—The next number of the "Life-boat Journal" will be published on the 1st of February, 1877.

# 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 Sheringham ...                                    | 2  | <i>Porthau</i> , brigantine, of Aland .....                                                            | 9  |
| <i>Analy</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 Middleborough .....                              | 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> , Bat, 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                                        | 14 | <i>Immacolata</i> , brigantine, of Naples                                     | 8  | <i>Sensitive</i> , schooner, of Yarmouth—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>Sholto</i> , s.s., of West Hartlepool—saved vessel and .....                                        | 18 |
| <i>Bucephalus</i> , barque, of Shields—assisted to save vessel and .....           | 20 | <i>Jamaica</i> , schooner, of Guernsey ..                                     | 6  | <i>Sophia</i> , smack, of Hull—assisted to save vessel and .....                                       | 4  |
| <i>Brodrenes 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>Stadsfarer</i> , Swedish barque—saved vessel and .....                                              | 16 |
| <i>Cairndumna</i> , schooner, of Thurso ..                                         | 4  | <i>Johanna Antoinette</i> , schooner, of Gravenhage .....                     | 5  | <i>Tantivy</i> , schooner, of Wicklow ...                                                              | 4  |
| <i>Caseo</i> , barque, of Bargo—assisted to save vessel and .....                  | 15 | <i>Joie</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>Teaser</i> , barque, of Whitby .....                                                                | 9  |
| <i>China</i> , ship, of South Shields—assisted to save vessel and .....            | 22 | <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>Lauton</i> , sloop, of Arbroath .....                                      | 2  | <i>Thistle</i> , smack, of Caerlestown ..                                                              | 3  |
| <i>Cruiskeen Lawn</i> , yacht, of Wexford                                          | 2  | <i>Leopold</i> , schooner, of Riga .....                                      | 6  | <i>Tippergraph</i> , smack, of Scarborough .....                                                       | 3  |
| <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>Lord Strathnairn</i> , ship, of Liverpool—assisted to save vessel.         |    | <i>Tuskar</i> , s.s., of Glasgow .....                                                                 | 21 |
| <i>Ellen Beatrice</i> , schooner, of Aberystwyth—rendered assistance.              |    | <i>Lucinda</i> , schooner, of Whitestable ..                                  | 6  | <i>Vidar</i> , brig, of Drammen .....                                                                  | 8  |
| <i>Ellen Southard</i> , ship, of Richmond, U.S. ....                               | 19 | <i>Lucy</i> , barque, of Antwerp—assisted to save vessel.                     |    | <i>Villager</i> , schooner, of Inverness ..                                                            | 5  |
| <i>Elinor and Mary</i> , sch., of Millford                                         | 3  | <i>Lydney Trader</i> , schooner, of Barnstaple .....                          | 3  | <i>Vittorio G.</i> , brig, of Venice .....                                                             | 9  |
| <i>Elizabeth</i> , schooner, of Carlisle ...                                       | 3  | <i>Margaret Evans</i> , barque, of Glasgow                                    | 21 | <i>Vizen</i> , steam-tug, of North Shields—assisted to save vessel and ..                              | 3  |
| <i>Emilia</i> , Russian schooner—saved vessel and .....                            | 9  | <i>Marie Josephine</i> , brig, of Cherbourg                                   | 4  | <i>Ward Jackson</i> , schooner, of Carnarvon .....                                                     | 5  |
| <i>Emily Raymond</i> , brig, of St. John's, N.B. ....                              | 9  | <i>Mary Ann</i> , fishing boat, of Scarborough—saved boat and .....           | 9  | <i>Waterloo</i> , brigantine, of Cork .....                                                            | 7  |
| <i>Ernestine</i> , ship, of Amsterdam—assisted to save vessel.                     |    | <i>Mary Tatham</i> , schooner, of Beaumaris .....                             | 4  | <i>Wish</i> , brig, of Plymouth—rendered assistance.                                                   |    |
| <i>Faawy</i> , schooner, of Salcombe .....                                         | 7  | <i>Mermaid</i> , smack, of Grimsby .....                                      | 1  | <i>Young England</i> , barque, of Middleborough .....                                                  | 4  |
| <i>Fishing boat of Teignmouth</i> .....                                            | 2  | <i>Montagu</i> , steamer, of Liverpool ...                                    | 23 | <i>Zouave</i> , schooner, of Portsmouth ..                                                             | 6  |
| <i>Fleeting</i> , barque, of Newcastle—assisted to save vessel and .....           | 9  | <i>Monte Carmelo</i> , barque, of Malta—assisted to save vessel and .....     | 13 |                                                                                                        |    |
| <i>Florence</i> , brigantine, of Annapolis, assisted to save vessel.               |    | <i>Nathalia Jacobine</i> , schooner, of Nibe, Jutland .....                   | 4  | Total Lives saved by Life-boats, in 1875, in addition to 30 vessels, 726                               |    |
| <i>Fortuna</i> , schooner, of Nykjobing, Denmark—assisted to save vessel and ..... | 5  | <i>Native</i> , smack, of Peel—assisted to save vessel and .....              | 3  | During the same period the Institution granted rewards for saving Lives by fishing and other boats 195 |    |
|                                                                                    |    | <i>Norma</i> , barque, of Grimsby—rendered assistance.                        |    | Total of Lives saved in } 921<br>Twelve Months .....                                                   |    |
|                                                                                    |    | <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                                  |    |                                                                                                        |    |

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 23,900; for which services 92 Gold Medals, 876 Silver Medals, and £49,000 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; by all the Life-Boat Branches; and by the Secretary, RICHARD LEWIS, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London, W.C.—November 1st, 1876.