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LIFE-BOAT GEAR AND ITS STOWAGE.

At first thought, the manner of stowing a Life-boat's gear might not appear to be a matter of much importance: that it is so, however, we shall have little difficulty in showing.

Even on the ample deck of a man-of-war, or of the largest merchant-ship, if every rope had not its recognised place, and were not carefully and clearly coiled, confusion, if not disaster, would be liable to occur in every storm at sea. How much more necessary, then, must it be that the same care and attention should be bestowed in the stowage of ropes and other gear of a Life-boat, which is of so comparatively small a size; whose work is always in a storm, and often in the darkest night.

In the first place, the stowage space in a Life-boat is much reduced from so large a part of its interior being necessarily occupied by the air cases and compartments which form its extra buoyancy, and constitute it a *Life-boat*; yet it has to be prepared to meet all emergencies, and must be made, as far as possible, independent of all co-operation on the part of the shipwrecked persons to whose aid it is despatched, seeing that they may not even be prepared with a rope to attach to the boat on its arrival alongside, and are sometimes numbed and helpless from cold, and even lashed to the rigging of their vessel that they may not be swept off by the sea; hence, to meet such emergencies,

it has to carry more ropes and other articles than would else be required.

The following articles are considered to be generally necessary, and are carried by all the self-righting Life-boats of the NATIONAL LIFE-BOAT INSTITUTION, although some of them—as, for instance, an anchor and cable—at many stations are rarely used:—

Masts and sails, and their gear; an anchor—and, in the largest sized boats, two; a cable, from 50 to 100 fathoms in length, for each anchor; a bow grapnel rope, or heaving-line, being a strong and limp line, 20 fathoms long, with a grappling iron at one end, so as to be self-attaching on being thrown aboard a vessel, or into her rigging; a stern heaving-line, of the same character and length, but stouter; a “drogue,” or drag, sometimes termed a “floating anchor,” being a conical-shaped bag, made of stout canvas, attached to a wooden hoop, which is towed by a strong rope from the boat's stern when running before a broken sea, thus holding the stern back, and preventing a boat's “broaching to” and turning broadside to the sea, which constitutes the chief danger of running before heavy broken waves; a strong rope for towing the drogue, 15 fathoms long; two small and light lines, from 25 to 30 fathoms in length, to serve as tripping lines for the drogue and for general use; a life-buoy; a compass; a small line, 50 yards long, with a loaded cane attached, for

throwing on board a wrecked vessel to effect a communication when, from the vicinity of rocks or other cause, the boat could not approach near enough for the heavier bow heaving-line and grapnel to be thrown on board—by which small line, of course, a stouter and stronger one could be hauled to the ship; a sounding lead and line; a tailed block, for use in lowering frozen or otherwise disabled persons into the boat; an axe and two hatchets, for cutting ropes, &c.; a small cask or barrel of water, when proceeding long distances from the shore; four spare oars and two boat-hooks; and, lastly, in the night, a lantern and signal-lights.

It is evident that, in stowing away so many articles in so small a space, they must be carefully arranged, so as to be as little as possible in the way of the men who work the boat. It is also desirable that the gear in all the Life-boats of this class should be arranged in the same manner, that the Inspectors of the Institution, on the occasions of their visits, should at a glance be able to see that every article is in its place, in readiness for service.

In making these arrangements, two general principles have been adopted:—

1. To make every rope securely fast round a thwart by one end, but to leave the other end quite clear for immediate use.
2. To stow every rope as far as possible under one of the thwarts, whence its end can be quickly handed out by the man sitting on the thwart above it, whenever required for use, whilst, at the same time, it is not in his way or in that of any of the other men, and is not liable to be trampled on and disarranged, as it would be if coiled in the open space between the thwarts.

The accompanying diagram shows the deck of a self-righting Life-boat, with the ropes coiled in their proper places on the foregoing principle. The thwarts are shown by dotted lines only, merely to indicate their position; the ropes, &c., shown in the plan being, of course, coiled on the deck beneath them.

The masts and sails, boat-hooks, and

spare oars have, of course, all to be stowed above the thwarts. They are not shown in the annexed diagram, as they would make it too complicated and less easy to be understood. We need only remark respecting them, that the masts, boat-hooks, and spare steering oar are stowed amidships, and are securely lashed to the central batten, numbered 22 on the diagram, so that if the boat were thrown on her beam-ends, or even upset, they would not break adrift; and that the sails are stowed, one on each side, at the fore end of the boat, together with two spare oars on each side, which are also securely lashed.

The diagram and explanations have been specially prepared for the guidance of the coxswains of the Life-boats, who, although receiving personal instructions from the Inspectors of the Institution on their periodical visits, are not always men of forethought, and are sometimes apt to forget or neglect those instructions. We have, however, thought that the subject might be of sufficient interest even to many unprofessional persons, to be deserving of a few remarks in our Journal, both as illustrating the frequent importance of little things, and the fact that the minutest details of its work, when of importance, have not been neglected by the Life-boat Institution.

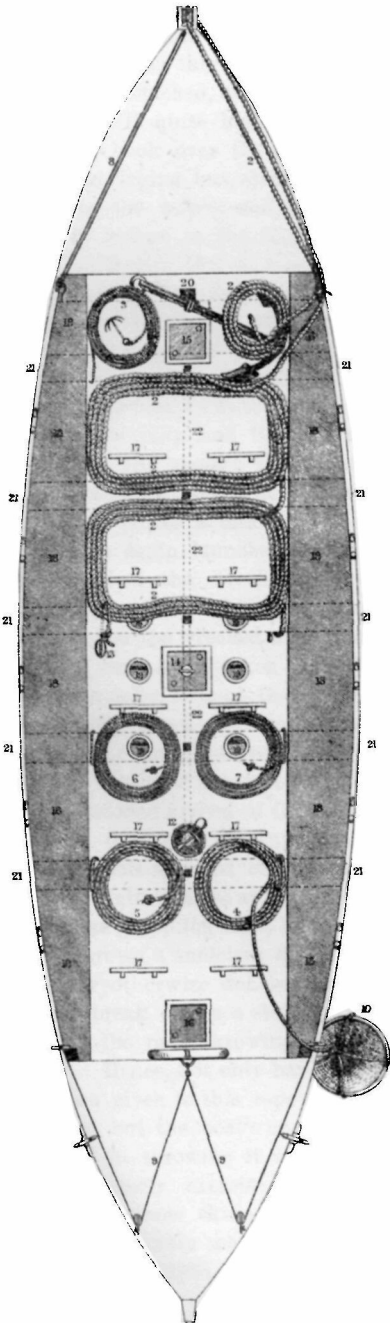
Two or three such instances will suffice as illustrations. We have stated above that a bow grapnel rope, or heaving-line, is employed to attach the Life-boat to a wrecked vessel without the co-operation of the crew of the latter. It is, therefore, of much importance that, whilst strong enough to bear the severe strain on it caused by a heavy sea striking the boat whilst alongside, it should yet be light enough to be thrown by a strong man a considerable distance. The following incident will show its importance. Many years ago, a Life-boat belonging to the NATIONAL LIFE-BOAT INSTITUTION was launched to aid the crew of a vessel stranded on the bar of a river in the West of England. The tide, wind, and

DECK PLAN OF A SELF RIGHTING LIFE-BOAT OF THE
ROYAL NATIONAL LIFE-BOAT INSTITUTION,

SHEWING THE MANNER IN WHICH THEIR GEAR IS STOWED.
(REDUCED FROM A PLAN HUNG UP IN THE LIFEBOATHOUSES.)

BOAT AND GEAR.

LIST OF ARTICLES SHEWN.



1. Anchor.
2. Cable.
3. Bow heaving line or grapnel rope and grapnel.
4. Drogue rope.
5. Stern heaving line.
6. { Veering lines.
7. {
8. Jib outhaul or tack.
9. Mizzen sheets.
10. Drogue.
11. Life buoy.
12. Loaded cane, heaving line, and tub.
13. Tailed block.
14. Pump-well hatch.
15. { Deck ventilating hatches.
16. {
17. Foot-boards for rowers.
18. Side air cases.
19. Relieving tubes and valves.
20. Samson's post.
21. Thwarts.
22. Central batten, to which the masts and boat ho are lashed.

GENERAL RULES
OBSERVED IN STOWING THE ABOVE GEAR

1. Every rope made securely fast to a thwart by one end, the other end being kept clear, for immediate use.
2. Each rope coiled as much as possible under a
3. Each rope coiled in a loose coil so as to allow the air to have access to all parts of it.

sea all being in the same direction, the Life-boat, in order to reach her, had to be drawn on her carriage to a position well to windward of the stranded vessel before being launched. By dint of great exertion on the part of the crew, they succeeded in getting close to the ship, and found all her crew lashed to the rigging.

The bowman threw his line, with grappling-iron attached, but unfortunately did not throw it quite high enough for the latter to hook over the ship's bulwark, or in the rigging, but, striking her side, it fell into the water; and, before he had time to gather in the line and make a more successful throw, a sea struck the boat and carried her farther from the ship. The Life-boat's crew strove their utmost to again get alongside, but their efforts were unavailing; the sea, wind, and tide carried them farther and farther astern, and they had then to return to the shore, and replace their boat on the transporting carriage, when she was again drawn by horses a mile farther to windward, was again launched, and a second time reached the wrecked vessel. The grappling-rope was this time successfully thrown, and the wrecked men, then in the rigging, were safely taken into the boat; but, unhappily, two of their fellows had become exhausted, and been washed from the rigging and drowned in the interval between the first attempt to save them and the second arrival of the Life-boat.

It is, therefore, evident that at any time a whole wrecked crew might perish from so slight a cause as the bow heaving-line, or its grappling-iron, being too heavy to be thrown a sufficient distance, or too slight or otherwise deficient in strength, so as to break on a sea striking the boat, or from the man throwing it being unskilful. Hence, not only has much attention been given to this rope to insure its efficiency, but the boat's crew are always practised in throwing it when afloat for their quarterly exercise, in order that they may become skilled in its use, and that the coxswain may be able to ascertain which of them excels the others in

throwing it; and on occasions of rescuing wrecked persons be thus able to select as bowman a man whom he knows to be skilful in doing so.

Another item of importance is the stowage of the ropes clear of the foot-boards (17). This also might seem a trifling matter to any one who has not felt the discomfort and disadvantage of rowing with the legs in a cramped and inconvenient position. With the legs nearly straight, and the soles of the feet supported by a stretcher or foot-board as a fulcrum, the muscles of the legs, back, chest, and arms are all used at the greatest advantage, and with the least fatigue. On reference to the diagram, it will be observed that the ropes are so coiled that the fore surface of every foot-board is clear for the feet of the rower on the thwart next before it. Hence the peculiar manner in which the cable is coiled, all the transverse parts of the two large coils being beneath the thwarts and clear of the foot-boards.

Now it is evident, since the long struggle between the Life-boat and the waves for the mastery is often barely won by the former, that if even but one or two of her crew had to row at a disadvantage, the waves would be the conquerors, and that human lives would be lost, even from so trifling a circumstance as the injudicious coiling of a rope. Yet it not unfrequently happens that the Inspectors of the Institution have to find fault with the coxswains at some stations for inattention to this rule.

Another *trifle*, in illustration of the frequent importance of "little things," is the securely lashing the masts when they are not up, and the boat is under oars. The masts being stowed over the thwarts, amidships between the two lines of rowers, they would, unless securely lashed, fall over to leeward whenever the boat was thrown much on one side; and in the event of her being thrown on her beam-ends by a broadside sea, the boat's crew on the lee side would find themselves struggling in the water with the masts over them, from beneath which they might

have great difficulty in extricating themselves, whilst at the same time the weights of the men, masts, and water all on the lee side would retain her in that dangerous position, and another broadside sea, or the continued force of the same one, would be likely to upset her altogether. Nevertheless, the ordinary precaution of lashing the masts is very apt to be neglected by the coxswains of Life-boats.

So, likewise, if the spare oars are not securely lashed, in the event of an upset of the boat, they may be lost altogether, and the boat—as has more than once occurred—be then left without a sufficient number of oars for her management in a heavy sea.

One more *trifle* we will allude to, viz., the keeping every article of the ordinary gear of the Life-boat *always* in her, in immediate readiness for service, otherwise the old proverb, "Out of sight, out of mind," is very likely to be realised, since in the moment of excitement, when the alarm is raised, "A ship ashore!" or that one is in danger—more especially if it be in the night—the minds of the coxswains and crew are too intent on the immediate object in view—the rescue of those on board her—to allow them time to think of replacing any articles left out of the boat, or to lash the masts, or to attend, at that supreme moment, to any such apparent trifles as those we have above referred to. Yet the ordinary reply to an Inspector, of any coxswain, on being reminded of remissness in this respect, is, "I shall be sure not to forget to put it into the boat before going afloat." We are afraid, however, that the same *proverbial* carelessness of seamen which occasions their own boats to be without thowel pins, or a sufficient number of oars, or to have no plug to the plug-hole, when they have suddenly to desert their ships, is to some extent applicable to our fishermen and other coast boatmen. We will again give a case in illustration, one fact being worth many theories.

A Life-boat, a few years since, was launched to go to a passing ship with a flag of distress flying. At the moment of launching, the coxswain remembered that he had left the "drogue" on shore, and he sent a man to the boat-house to fetch it. Unfortunately a condemned drogue was also in the house, and the man brought it to the boat instead of the newer one which had replaced it. The Life-boat, after following the ship several miles along the coast, had to cross the bar of a river, on which a very heavy sea was breaking. The drogue, as usual, was thrown out, and when on the worst part of the bar, a heavy following sea broke over her stern, and at the critical moment the drogue burst; whereupon she broached to, her lee bow was driven under water, and she upset. The greater number of her crew regained her; but the oars had been mostly swept away or broken, and they were unable to manage her; the result being that she was dashed ashore on the rocks, where she sustained so much injury as not to be worth repair, and four of her crew were carried out to sea by the tide and perished—solely owing to an important article of the boat's equipment being left out of the boat.

Should there be any of the coxswains of the Institution's Life-boats who may feel hurt at having their attention called to this A B C part of their work, we will only further observe, that it is not for the careful, but only for the careless members of their body that our remarks are intended; and that even as regards the latter, we do not for a moment lose sight of the fact that many, if not all of them, may be noble fellows, ready at all times to risk their lives to save those of others; and that they may be first-rate boatmen, and thoroughly competent to manage a Life-boat under the most difficult and dangerous circumstances; but that, like so many able and experienced seamen afloat, they are somewhat deficient of the gifts of carefulness, tidiness, and forethought.

SWIMMERS.

AN immense work is being accomplished in these days in the way of prevention against loss of life, both by sea and by land; but we may still hope for extensive improvements as experience and science arm our great philanthropic societies with new and improved methods of dealing with world-old and ever-recurring perils.

Among the most successful of modern appliances for Saving Life from Shipwreck, we must, of course, place the Life-boat; but great as have been its triumphs, it is a matter of grave question whether much that has been achieved would not have resulted in a larger roll of *saved*, fewer gallant souls have been lost from among the Life-boat crews, and fewer men torn by the storm from among rescued crews, if only the NATIONAL LIFE-BOAT INSTITUTION could have insured that every volunteer who manned its boats knew how to swim!

To many persons it will doubtless appear as one of the strangest of strange things that a life-boatman should be unable to swim; but the fact is that the bulk of the Life-boat crews are fishermen, boatmen, and beachmen, part of the population residing on our coasts, and a vast number of these people are unable to swim. On some parts of the coasts it may almost be considered unusual to find more than half-a-dozen men in an ordinary village who can perform that seemingly most necessary and natural feat. And so it is that where everything, which science and experience have taught, has been effected, and every point of danger watched, there remains this defect in the qualification of some of the crews—a defect which cannot fail, as we have said, to have a somewhat deterring effect, direct or indirect, on all efforts to rescue life by the Life-boat.

But it is not alone among the Life-boat crews this is to be regretted; one may see the results sometimes among the crowd who assist—or encumber—rocket brigades at a wreck, or even among the brigade men themselves, when, as is not unusual, it becomes necessary to press down through the surf as closely as possible to the wreck, in order that the rocket line might reach her; and then ensues the danger of the would-be rescuers being

washed off their legs every moment. And, again, one sees the swimmer, the man who feels himself at home in the water, ready to face peril to assist the work; and one sees, also, the man—notwithstanding his life-belt—who has not learned to swim, so unwilling to expose himself to the chance of the surf overtaking him, and thus becoming rather worse than useless in the strife.

One sees it in the crews of the stranded coasting craft and larger ships, too, for that matter, who in too many sad instances hang on to the rigging of wrecks, with a Life-boat tossing about within a few feet of them, unable to close in because of wreckage, and the life-boatmen vainly imploring them to drop into the water and be picked up before the masts fall and all are washed away.

One sees the difference, also, in the eager, and often gallant, crowd of helpers, or beachers, who rush into the surf on wild nights to launch our Life-boats; and, finally, although not being able to swim has probably never yet checked a man in taking an oar in a Life-boat, as a matter of fact it has been detrimental to the service they have been engaged on—that all of them could not swim.

It has been said that it is unimportant for a life-boatman, who always wears a life-belt, to be a swimmer, because the belt will render his sinking impossible; but that, for many reasons, is a mistake; for it is rarely the case that a life-boatman who is washed away from his boat finds it sufficient that he should simply float. He may float about aimlessly till his strength fails, and he perishes from exhaustion and cold. It is all-important that he should exert himself to win some refuge before that time comes.

Let us take the case of a boat pulling off an open beach against a storm: it has forced its way one hundred yards or so, and suddenly meets with the real fall of the sea, where the deeper water meets the first of the shallows; a great sea rolls in over the bow, breaks some oars, and washes a couple of men out of the boat (and on some parts of the coast such an incident would be regarded as not unusual on ordinary Life-boat service), one man, who can swim, turns at the boat as

she surges astern with the sea, and is speedily clutched and hauled on board; the non-swimmer is, in all probability, facing any way but the right, and is really powerless to propel himself in any given direction. Then commences a chase on the part of the Life-boat, which can only "back astern" cautiously, and will probably not come within reach of the drifting man till he is within the line of the broken surf on the beach, where he will be tossed about and rolled over, till the chances of his surviving are small indeed.

It will be noticed that, apart from the danger to the man who cannot swim, the whole crew are imperilled, and the Life-boat is delayed on her errand of mercy.

One of the curious points in consideration of this question is the causes that lead to the neglect of the art of swimming by our coast population.

Not long ago a naval officer was in a Life-boat on the eastern coast, on board of which were more than twenty men, and scarcely half of them would own ability to swim. In fact "all hands" seemed to regard it more as an amiable weakness that a man should swim, rather than as a necessary accomplishment for every boatman. In a discussion which ensued, it appeared that the old superstition, that good swimmers were always drowned, is still rife. "It is better," some said, "not to prolong the agonies of the death struggle, but to have it all over quickly when the time comes," and several like sentiments were bandied about. Such ideas must be held to account for some of the dislike to learn to swim; and, for the rest, we believe that the fisherman, from childhood, finding salt water the companion of cold and rheumatism, instinctively avoids getting into it whenever possible, having, unhappily for him, a most unpleasant experience of sitting in wet clothes for days together, and of many a bitter plunge-bath on dark stormy nights; he therefore thinks the less he has of this unpleasant element the better. Probably, another reason, operating badly, is that familiarity with an ever-present danger not unfrequently produces in the mind a contempt for it; and the perils of death by drowning, which every fisherman must have had pressed home to him vividly, as a very present probability many times before arriving at

manhood, becomes a thing not worth providing against.

But, whatever may be the cause, it is a matter of regret, that while most successful efforts have of late years been made in training boys intended for sea service, and in many large towns by swimming baths, races, and the like, a greater interest in such matters has been induced among people generally, yet the real coast population seem to realise the importance of their giving attention to the subject as little as ever.

It is not easy to originate a plan by which the young fishermen may be taught to swim; but it would seem that something might be done locally by those in authority impressing on the men the importance of teaching their children the art. In some places accidental conveniences have assisted to develop a taste in this direction. At Dunbar, it is said that all the men are good swimmers; and this has resulted from the fact that advantage has been taken of the position of certain rocks to retain the water at the time of high tide, by means of rough timber sluice-gates, which forms a safe swimming bath in common use by the boys.

Something of this kind might be done in many places; if we could tempt the lads to a liking for a bath, the swimming would follow, and many a useful life be saved in the course of the year, as a necessary result of a larger proportion of boatmen being able to swim.

The instructions for the assistance of persons learning to swim under ordinary circumstances, and for ordinary purposes, would, no doubt, differ in some particulars from those given to persons who were desirous of receiving any possible light on the best modes of meeting a disturbed sea aided by a life-belt; but our means of drawing up any directions based on such experience must be necessarily extremely limited, in truth the one desideratum is that a man should be able to swim *without* a life-belt; and when he can do that, if he has also the life-belt to assist him, everything has been done that can be done to give him a fair and hopeful fight for his life.

Two things, however, a life-boatman who finds himself suddenly immersed in the storm of waters would do well to remember are,—

1st. That, with his life-belt on, he cannot sink.

2nd. That probably it will be all-important to keep his strength in reserve, unless, indeed, a few energetic strokes will place him in safety at once.

It is also said by many that the best way to advance quickly with the life-belt on, is by using what is called the over-hand stroke—a movement of late years in common use at the great swimming matches.

This stroke is well described in a book on Swimming and Diving* by Mr. WILLIAM WILSON, recently published, in which, at p. 44, we find the following:—

“It is admitted that this method is as much superior to the side stroke, with hands under water, as the side stroke was years ago to flat swimming. The motions of legs and undermost hand are similar to those performed when practising the side stroke. The characteristics of the new method are, that the topmost hand, immediately it has delivered the stroke in front of the body, instead of being returned to the shoulder under, is lifted gracefully out of, and carried along above the surface of the water, and then stretched as far as the hand can reach, beyond and in front of the head, in the direction of progress. The hand is then dipped without splashing and pulled strongly along the body, performing the positive part of the stroke.

“The muscles of arms and shoulders should be relaxed at every stroke. By this means a rest is afforded them, and when the muscles are again set for the propelling part of the movement, they are of course stronger and capable of greater exertion than could otherwise be the case. One of the advantages not to be overlooked in this stroke is that when the uppermost arm is thrown forward, it has a long reach, and is carried with a springy motion, thus adding momentum to the onward progress.

“The fact that head and face are wholly immersed for three-fourths of the time diminishes the weight, and consequently increases the speed. The mouth will be just clear of the surface when the hand is being carried out of the water. This therefore is the time to inhale. Exhale through the nostrils when the hand is being pulled along the body. Be particular to rinse the mouth, gargle the throat, and have all the air passages quite clear before entering the water, especially if going in for a trial of speed.”

Earlier in the same book, when speaking of the movements of the legs, for which minute instructions for every movement are also laid down, he says at p. 24,—

“While performing the first part of the kick, be sure the legs are as wide as possible from each other, the effort being made to kick sideways and backward, not downward. The reasons for this are obvious. In the first place, kicking downward

gives an ungainly jerk to the body, spoiling the appearance of the stroke, and is also a waste of strength, as it sends the body, or part of it, out of the water, while every effort should be made to propel the body forward; as the legs are kicked out, a slight movement of the ankle joint is performed, just enough to put toes and instep in a line with the front of the leg. This is done that the toes may cleave the water, opening a way for the foot, that there may be as little resistance as possible to its outward progress.

“Number two of the kick is the most important motion of any, and, strange to say, the one most neglected by self-taught swimmers. It is actually the propelling power in swimming; for when the legs are brought firmly together, the body is shot forward; therefore the wider the legs are kicked apart, and the firmer they are pulled together, the greater will be the speed attained.

“Do not hitch the body in any way; the limbs must do all the work.

“Keep the neck stiff, and make no effort, beyond the motion of arms and legs, to raise the head above the surface of the water. The weight of the head is diminished considerably when it rests on or in the water. The body and legs should be level, the head being very slightly raised.”

The advice as to breathing in the next chapter is also worthy of careful attention by every person likely to have his life staked on his swimming abilities. On p. 29 Mr. WILSON says,—

“Many swimmers of long experience, and some even who compete in swimming matches, as well as learners, find difficulty in regulating the breath. Now there need be no more difficulty in breathing while swimming in the water than when walking on *terra firma*. It is as easy to breathe in the one as on the other, once the new sensations on learning it have been got over.

“The fastest and best of our living swimmers have the mouth and nostrils immersed for at least two-thirds of the time they are swimming; this, along with the improved side stroke, and overhand swimming, accounts for the good time accomplished at swimming matches.

“The swimmer on paying attention to the fact will find, that mouth and nostrils lie deepest at the beginning of the stroke, while they are raised above the surface, as the arms are brought round in the second part of the movement. It will therefore be easily understood, that to breathe regularly he should exhale, or partly empty the lungs at ‘one.’ This is easily done although the mouth is under water. The lungs are then filled in an instant during the second part of the movement.

“Be sure to breathe regularly every stroke.

“Care must at first be taken, until accustomed to the operation, not to open the mouth too soon for the purpose of inhalation, else water instead of air will be taken in.”

We cannot do better than finish our quotations from this valuable little book with a part of the remarks on saving life from drowning, commencing at p. 109.

“Should the drowning person be a distance of some hundreds of yards from the shore, the rescuer had better take time to divest himself of his shoes, jacket, and vest. These being the heaviest portions of attire, the few moments occu-

* “Swimming, Diving, and How to Save Life.” By William Wilson, Swimming-Master, Glasgow. Kerr and Richardson. Price 2s., illustrated.

pied in taking them off will soon be made up in the speed with which he can swim when relieved of these parts of his clothing. He will also have the use of his limbs to a much greater extent than when dressed; besides, there is less probability of his being caught in the grasp of the struggling person.

"It makes the greatest possible difference if the rescuer is naked and the drowning person clothed, than if the case were reversed.

"The rescuer must be careful not to swim so fast as to put himself out of breath; he must reach the spot comparatively fresh, and as little excited as possible.

"When nearing a drowning person, the rescuer must try to get to his back, not, however, putting off too much time in trying this, then by diving under him, use both hands to throw water on his face and eyes, this will have the effect of blinding, or to some extent stupefying him, when he may be caught at once. The rescuer must now catch him between elbow and shoulders, with both hands, keeping the palms of his own hands facing inward, that is with fingers over the front and thumbs round the back part of the drowning person's arms. Let him now turn on his back, and with the rescued one above him, with his face upward, swim with the legs performing the plain movements.

"The recommendations of this method are, that the speed while carrying a person when swimming on the back is greater than when on the chest or side, and using one hand to support the weight. The rescuer's position gives him full control over all the movements of the person who is being supported, while the rescued one is inspired with confidence, as his mouth, and, in fact, the whole of his face and head, is kept clear of the water; the strong grip with which he is held also adds to this feeling of security. No matter how powerful the struggling person may be, he will find it a hard task indeed to turn round on his rescuer once the latter is master of this method.

"Should the drowning person have his clothes on, the rescuer will find the work of obtaining a catch, and keeping it, one of comparatively greater ease. Let him catch the collar of coat or vest, or the neckband of shirt, with the one hand, at the same instant, catch the arm or sleeve of the coat, turn on the back as before, and swim to the landing point."

We trust that greater local efforts than ever will be made in the vicinity of Life-boat stations, to teach the art of swimming, if not to the old hands themselves, at least to the young ones, who are by-and-by to man our Life-boat fleet.

There is no doubt that something effective can be done in many places; and if the youngsters can be enticed by emulation or other means into cold water, a swimmer in most cases must follow.

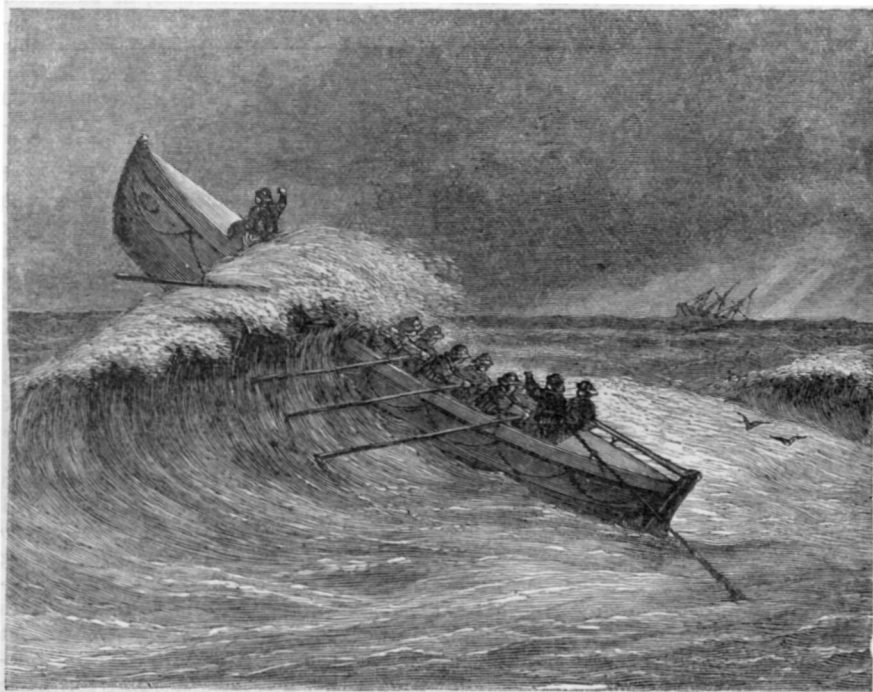
In the Royal Navy and training ships for mercantile marine, and in some large cities, considerable strides have thus been made, so that it would almost seem that the only people who will not learn to swim are fishermen and boatmen.

HINTS TO BATHERS.—The Royal Humane Society has issued the following notice:—Avoid bathing within two hours after a meal, or when exhausted by fatigue or from any other cause; or when the body is cooling after perspiration; or altogether in the open air if, after having been a short time in the water, there is a sense of chilliness with numbness of the hands and feet; but bathe when the body is warm, provided no time is lost in getting into the water. Avoid chilling the body by sitting or standing undressed on the banks or in boats after having been in the water. Avoid remaining too long in the water; leave the water immediately there is the slightest feeling of chilliness. The vigorous and strong may bathe early in the morning on an empty stomach. The young, and those who are weak, had better bathe two or three hours after a meal; the best time for such is from two to three hours after breakfast. Those who are subject to attacks of giddiness or faintness, and those who suffer from palpitation and other sense of discomfort at the heart, should not bathe without first consulting their medical adviser.

A GOOD EXAMPLE.—We understand that, in addition to the ordinary swimming, diving, and rescuing practice this season, the members of the Dee Swimming Club will receive instruction in the mode of treating persons apparently drowned. This is a most important, although greatly neglected, branch of instruction, as it is notorious that many persons die through want of proper treatment when taken out of the water. The ROYAL HUMANE SOCIETY of London and the NATIONAL LIFE-BOAT INSTITUTION have done much towards disseminating a knowledge of the treatment which should be applied for the purpose of restoring animation in such circumstances, and a large number of copies of their printed and illustrated directions for the purpose have been obtained for Aberdeen, to be distributed amongst the members of the clubs, and posted up in various parts of the city and at the Dee. These directions will be studied and practised during the season, and it is expected that at the close some sort of a competition will be held, under the superintendence of a medical gentleman, for the purpose of testing the skill of the members. In connection with this Professor STRUTHERS has kindly agreed to give a lecture illustrating the process of resuscitation of the apparently drowned. It has also been arranged that first and second class certificates will be awarded to members of the club showing a practical and theoretical knowledge of the approved methods of resuscitation.—*Aberdeen Free Press.*

[We may add that the easy and ready instructions of the NATIONAL LIFE-BOAT INSTITUTION, with Illustrations, printed as large Placards, can be supplied by Messrs. CLOWES & SONS, Printers, Charing Cross, London, at a cost little beyond the actual price of the paper on which they are printed, namely, Six Shillings per 100 Copies.]

SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT
INSTITUTION DURING THE FIRST THREE MONTHS OF 1877.



BERWICK-ON-TWEED.—On the afternoon of the 1st January, when a strong gale from the N.E. and a fresh in the river had set up an unusually heavy sea on the bar of the Tweed, the barque *Result*, of Guernsey, which was bound from Sombbrero to Berwick, was observed running for the entrance of the river; and in anticipation of some mischance the Life-boat *Albert Victor* was launched. At about 3 P.M., whilst endeavouring to haul to windward to enter the river, the *Result* was forced to leeward among the breakers on the south side, and finally stranded on a sand-bank, where she remained surrounded by a heavy sea. The Life-boat got alongside as speedily as possible, and was successful in rescuing all on board, 9 persons. Great risk was undergone by the Life-boat crew in performing this service, which was executed in a skilful manner. Notwithstanding which the boat received some damage.

HOLYHEAD.—About 10 A.M. on the 3rd January the smack *John and Eliza* was

observed in a dangerous position on a lee shore, and surrounded by broken water. It was at the time blowing a gale from E.S.E. The Life-boat *Thomas Fielden* was launched and proceeded to her assistance, and succeeded in removing from her the crew of 3 men. The crew of the smack *Sarah* were then found to be in an equally dangerous position, and the Life-boat rescued them also, 2 in number. An effort was then made to beat to windward, but the narrow space between the rocks necessitating frequent tacking prevented the Life-boat gaining ground to windward, and the anchor was let go. Ultimately the steam-tug *Brilliant Star* came down and towed the Life-boat, with the 5 rescued men, back to the station.

About 6.30 A.M. on the 20th February signals of distress were shown by some vessels at anchor in the roads. A heavy gale was blowing from the N.W. The Life-boat was launched, and boarded, first of all, the three-masted schooner *Charlotte*, which, however, only required a steam-tug to be sent to her. She then

proceeded to the ship *Flora*, of Liverpool, in the old harbour, which vessel she supplied with a pilot and 2 men to assist in weighing, and returned to her station by 9 A.M.

BRIGHTON.—At about 9 P.M. on the 6th January, when it was blowing hard from S. by E., the barque *Ida*, of Glasgow, bound from Havre to Pensacola, drove ashore on the beach at this town. A communication was established with the rocket apparatus, but the crew being unable, from ignorance of its use, to avail themselves of this means of saving themselves, the Life-boat *Robert Raike*s was launched and proceeded to the stranded vessel through a heavy sea, and succeeded in removing 1 of her crew, 3 saving themselves by swimming, and the remainder, 10 in number, being taken off by the Town Life-boat.

RYE.—The Life-boat *Arthur Frederick* was launched at 5 A.M., on the 11th January, and proceeded to the assistance of a leaky fishing-smack, which she afterwards conducted safely into the river. There was a considerable sea on the sands at the time.

DROGHEDA.—On the 10th January the No. 2 Life-boat, *John Rutter Chorley*, of this station, was launched to the assistance of the barque *Sisters*, of Sunderland, which vessel being driven in on the lee-shore of Bettystown strand came in contact with the ground and foundered at her anchors, it blowing hard from the eastward at the time. The Life-boat reached the wreck about 9 P.M., and there was great difficulty in lying close alongside. But after lying by her for many hours, at 3 A.M., on the 11th, she succeeded in rescuing all hands, consisting of 11 persons.

At 9 A.M. on the 18th January, at which time it was blowing hard from the southward, the s.s. *Urania*, of Swansea, bound from that port to Newry, went ashore north of this port on the North Bull Bank, and the same Life-boat promptly proceeded to her assistance; but so heavy was the sea around the stranded vessel that several attempts to board failed. The coxswain at last being washed overboard, and saved with difficulty, and another of the crew injured, the boat was finally forced away from the

wreck, and into the river, where notwithstanding the exposure which the coxswain, JOHN GARVEY, had been subjected to by twenty minutes' immersion, he succeeded in reorganising his crew, and again proceeded to the *Urania*, and after some further delay succeeded in removing from her all those on board, consisting of 10 persons; one officer, the mate, had previously been drowned.

About 2 o'clock on the 7th March, at which time it was blowing hard from the N.E., with a heavy sea, the schooner *Mary*, of Liverpool, bound from Maryport to Rostrevor, struck on the South Bull near the mouth of the Boyne. The No. 2 Life-boat at once launched and proceeded out of the river, and was successful in rescuing all on board, consisting of 3 persons. The vessel became a total wreck soon after the Life-boat returned to its station.

On the afternoon of the 25th March the schooner *Fria*, of Thisted, was observed at anchor in a disabled condition two miles from Drogheda Bar. A strong easterly gale was blowing, and the Life-boat's crew found it impossible to force the boat out of the river that night, but on the morning of the 26th the No. 1 Life-boat, the *Old George Irlam* of Liverpool, made her way out and succeeded in boarding the distressed vessel, weighed her anchor, and assisted a tug-boat which also arrived to carry her into the Boyne river. The *Fria* carried a crew of 7 hands, all told.

NEWQUAY, CORNWALL.—At daybreak on the 29th January the *Lizzie Male*, of Padstow, bound from Swansea to Fécamp, was observed riding at anchor, dismasted, and with a distress signal flying. She was off Towan Head, four miles from the Life-boat Station. It was blowing a strong gale from the N.W. After nearly two hours of hard rowing against a heavy sea the Life-boat succeeded in reaching the disabled vessel, and embarking all on board, 6 in number. The tide being out when the Life-boat regained the shore, and it therefore not being possible to gain the shelter of the quay, it became necessary to run the boat on to the open beach through a very heavy surf, a feat which was so successfully performed as to reflect great credit on the skill of the coxswain. The abandoned vessel a few hours afterwards foundered at her anchors.

PORTHDINLLAEN.—At daybreak on the 30th Jan. the schooner *Rebecca and Mary*, of Carnarvon, was observed riding at anchor in a dangerous position off the Life-boat Station, with a signal of distress flying. It was blowing a hard gale from N.N.W., which is nearly right into Porthdinllaen Bay. The Life-boat *Cotton Shepard* was launched, and succeeded in boarding the distressed vessel, whose crew of 5 men, momentarily expecting the vessel's cable to part, were very thankful for the Life-boat services, and were safely landed by 10 A.M.

On the 19th January, at 6 P.M., during a heavy gale at W.N.W., signals of distress were observed from a vessel at anchor in the bay. The Life-boat was thereupon launched, and on gaining the vessel it was ascertained that a boat which had left for the shore had been observed, after breaking her oars, to be drifting out in the darkness before the gale. The Life-boat started in pursuit, and fortunately fell in with the helpless boat, rescuing thereby 2 men who formed the crew.

GREAT YARMOUTH.—At 11 A.M. on the 30th Jan., during a strong gale at N.W., a vessel was observed to go ashore on the South Soroby Sands, in consequence of sudden shift of wind. The No. 1 Life-boat, the *Mark Lane*, was launched and proceeded to the stranded vessel under sail through a heavy sea, and anchored near her. It was found impossible to get alongside, and the crew, 12 in number, had to throw themselves overboard, with lines attached to the Life-boat, and were hauled on board; 2 of the crew, who were lads, suffered much from cold and exposure, one being unconscious when landed. The Life-boat then made for the shore under sail, and subsequently being taken in tow by a steam-tug, landed the rescued men by 2.30 P.M. The wrecked vessel was the barque *Constantia*, of Sunderland, bound from that port to Batavia with a cargo of coals, and she became a total wreck. The Life-boat received some damage in performing this service.

ABERSOCH.—At 9 A.M. on the 30th Jan. the schooner *Annie*, of Padstow, bound from Dublin to Bristol, was observed with signals of distress flying while riding at anchor in St. Tudwell's Roads. It was

blowing a hard gale from the N.W. and a heavy sea was running. The Life-boat *Mabel Louisa* was thereupon launched and proceeded to render assistance. Great difficulty was experienced in getting the master, who was ill, on board the Life-boat, but eventually himself and crew, 5 persons in all, were transferred to it. As there seemed at that time some chance of the wind moderating, the coxswain of the Life-boat determined to remain alongside as long as possible in the hope of saving the vessel; but, while they thus lingered, she parted her cable, and, driving on the rocks, became a total wreck. The Life-boat landed the crew in safety by dark.

NEW BRIGHTON.—On the 28th January, at 1.30 P.M., a signal from the Crosby Lightship gave warning that a vessel in distress near Tailor's Bank required the aid of a Life-boat. The tubular Life-boat was thereupon manned, and proceeded in tow by the steam-tug *Hercules* to render assistance. The distressed vessel was boarded by the Life-boat at 1.30, and found to be the sloop *Darling*, of Beaumaris, anchored in a dangerous position, and requiring assistance. The Life-boat's crew got the vessel under weigh, and the steam-tug then towed her into port. This vessel had a crew of 2 men.

On 30th January at 9 A.M., in consequence of a signal from the Rock Lighthouse, at the entrance of the Mersey, that a ship was in distress at the back of the banks on "Square 43," the Life-boat *Willie and Arthur* proceeded down the river in tow of the steam-tug *Universe*, and at noon the life-boatmen succeeded in boarding the distressed vessel. A very heavy sea was running and it was blowing a strong gale from the N.W. The vessel boarded was the barque *I. E. Chase*, of Savannah, bound from that port to Liverpool. She had cut away her mainmast and had her sails all blown away. The Life-boat remained by her till, taken in tow by the *Guiding Star*, she was carried safely into port. The Life-boat shipped some heavy seas while returning to its station, and had most of the oars and other gear washed away.

On the 20th Feb. this Life-boat again performed most distinguished services in saving life. About 1 A.M. the usual signal of distress summoned the steam-tug *Guiding*

Star, with the Life-boat in tow, to the bar of the river. A gale of unusual severity was blowing from the N., and the night was dark, with thick weather. An Italian barque in a distressed condition was fallen in with about 4 A.M. off the Crosby, and having, with the aid of the Life-boat, been taken in tow by the tug, was eventually carried safely into the river, the Life-boat returning to her station under sail. Scarcely had it landed, when news arrived that the ship *Marietta*, of Liverpool, which had sailed from the port the day previously, bound for Bombay, was ashore on the bar. In a very short time the Life-boat was again proceeding seaward in tow of the *Great Western* tug, which cast off the boat when near enough to the wreck. The *Marietta* had lost her main and mizzen masts, and broken her back across the bar, and the crew, to the number of 25, were clinging, as best they might, to the fore rigging, and a part of the poop still above water. The Life-boat was unable to get alongside on account of the mass of wreckage; but anchoring near, she contrived to get a line thrown on board, and saved 13 persons, by hauling them through the seas to the boat; 4 others were drowned whilst making the attempt. Six persons remained clinging to the rigging, who were saved by the Liverpool Life-boat, which now arrived. The crews of both these boats behaved in the most courageous manner; and nothing but heroic exertions on the part of all who formed the crews could have been effectual in saving these 19 lives, under such trying circumstances.

KILDONAN, ISLE OF ARRAN.—On the 11th February, at 10.30 A.M., the Life-boat *Hope* proceeded, in tow of the tug steamer *Flying Sprite*, to the assistance of a ship reported on shore on the Slidery Rock, at the south end of the island. It was blowing hard from the westward. On the Life-boat approaching the stranded vessel it was found that the bulk of the crew had already landed in their own boat. One man gladly availed himself of the services of the Life-boat, but the captain and two mates refused to abandon the vessel, in hopes of the weather moderating. The stranded vessel was the barque *Queen of Hearts*, of Miramichi, bound from the Clyde to Baltimore. The Life-boat landed the man in safety by 3 P.M.

ABERYSTWITH.—Just before dark on the 20th February, while it was blowing a hard gale from the N.W., the schooner *Sarah Ellen*, of Liverpool, bound from Plymouth to Belfast, was seen driving before the storm, with sails blown away, towards the rocky coast southward of the station. The Life-boat *Lady Haberfield* was speedily launched, but after an hour's energetic struggle the force of the gale proved too much for the oarsmen, and the boat had to be steered for the shore again. The oars were then double-banked with fresh men, and the *Lady Haberfield* made her second attempt, and after a brilliant display of dogged perseverance and pluck, the crew forced the boat sufficiently far to windward to clear the rocks south of the town, when sail was made, and the disabled vessel, then three miles to leeward, dragging towards the rocks with all anchors down, was rapidly closed. About seven o'clock the crew, consisting of 3 men, of the *Sarah Ellen* were safely transferred to the Life-boat, which, under sail, then made for the harbour, but after beating about the entrance till 11 P.M. in the vain effort to get sufficiently far to windward to make good an entrance, the coxswain bore up for the beach to leeward, and with the aid of the drogue beached in safety. The men were, of course, terribly exhausted after their six hours' gallant struggle, and had to lament the death of one of their number, JOHN JAMES, who, not long before the boat was beached, threw his arms over his head, and with a shriek expired. Probably over-effort and exhaustion had brought to a climax some inward disease. The boat's crew deserve the greatest credit for their continuous efforts, and so especially do 7 men who, when the boat returned to the beach the first time, rushing through the surf, materially helped to get the boat seaward again, and then climbed on board and helped to double-bank the oars.

PADSTOW.—About 8 o'clock on the morning of the 20th February, the schooner *Jeune Prosper*, bound from Swansea to Bordeaux, was seen running before a strong N.W. gale for Padstow Harbour. The Life-boat *Albert Edward* was launched as speedily as possible, as it was anticipated that the vessel would not make good her entrance. Before the Life-boat had reached, however, the schooner struck on the Doom

Bar, and then, falling off into deep water, capsized. The crew were left floating about. Two men perished; 2 were picked up by a pilot-vessel, and one was saved by the Life-boat.

Scarcely had the boat been secured in the house on the return from this cruise, when another vessel was seen running for the harbour, and this time the Life-boat, having arrived at the Point in time, was enabled by signals to pilot her past the dangers of the Bar and to a safe anchorage, thus saving the French lugger *St. Clement*, from Cardiff, bound to Nantes.

While employed on this service the coxswain observed the schooner *Plymouth*, of Plymouth, part from her anchors through the violence of the gale, and the Life-boat at once proceeded to render assistance. She succeeded in rescuing 4 persons from this wreck, which stranded and sank.

The boat finally regained her station about noon, after having performed a highly creditable and arduous forenoon's work.

DONNA NOOK.—On the 20th February, at 9 A.M., the schooner *Helene*, of Rye, bound from that port to Hull, was wrecked during a gale at N.E. off Grainthorpe Haven. On the boatmen perceiving the *Helene* was aground and flying a signal of distress, the Life-boat *North Briton* was launched. With some difficulty she proceeded through a heavy surf, and succeeded in rescuing the whole of the crew, consisting of 3 men.

PALLING.—At 11 A.M. on the 2nd Jan., the steamer *Nuphar*, of Shields, bound from Antwerp to Shields, was observed in distress off Palling, having lost her screw propeller. The No. 2 Life-boat, *British Workman*, was thereupon launched, and succeeded in boarding the distressed vessel through a rough sea, and subsequently assisted to convey her safely into Yarmouth Roads.

On the 3rd February, in reply to signals of distress shown by the barque *James Vinnicombe*, of Sunderland, which had been in collision with another vessel and was in a disabled condition, the same Life-boat was launched, and, assisted by a steam-tug, carried the vessel into port. The barque was bound from Sunderland to the East Indies.

Again, at 10.30 on the 18th March, the *Johanna Vrow*, of Altona, bound from Cork

to Shields, stranded on the Hasbro' Sands and sprang a leak. The Life-boat proceeded to her assistance, and, in company with a steam-tug, got her afloat and into Yarmouth. The weather was moderate.

CAHORE.—It was blowing a heavy storm from the S.E. on the 18th January, when the barque *Nanta*, of Lussino, bound from Glasgow to Trieste, was observed ashore on the Rusk Bank off the coast of Wexford. The Life-boat *Sir George Bowles* was launched, and proceeded towards the wreck; the sea was so great that it took three hours for the crew to force the boat through it for the distance of 3 miles. Arrived at the wreck, a long interval elapsed before a fair opportunity to board occurred, and finally the Life-boat dashed in and maintained a position near enough to pass the crew through the water one by one into the boat; thus ultimately were saved all on board, 13 in number. The boat was several times filled with water, and the crew deserve great credit for their persevering and determined efforts in rowing against the storm.

PAKEFIELD.—On the 18th January, at 11 A.M., when blowing very hard from S.S.W., the steamer *Ludworth*, bound from Hartlepool to London, was seen to exhibit signals of distress, and the No. 1 Life-boat *The Two Sisters, Mary and Hannah*, was launched, and soon after noon she succeeded in boarding the distressed vessel. It was found that a steam-tug was required, and at the request of the master the Life-boat proceeded to obtain one, and then returning to the steamer, assisted to navigate her into port in tow of the steamer.

LLANDULAS.—On the 19th January, during a S.W. gale, the smack *Ann Pritchard*, of Carnarvon, was observed with a signal of distress flying, 3 miles from this station. The Life-boat *Henry Nixon*, No. 2, was accordingly launched, and after an hour and a half of hard work at the oars the smack was boarded; she was found to have parted from her cable, to be leaking badly, and was unmanageable. The crew of 2 persons had given themselves up for lost. The Life-boat, having got the crew out, ultimately ran the vessel on the beach, regaining their station about 9 P.M.

WEXFORD.—On the 22nd January, at 9.30 P.M., whilst blowing hard from the S.W., cries for assistance were heard from a vessel in distress on the north end of the Dogger Bank; information of which being conveyed to the Life-boat Station at Rosslare, the *Civil Service* was promptly launched, and proceeded to the bank, where she found the fishing-smack *Mountain Hare*, of Wexford, on her beam-ends, and full of water, the crew with difficulty clinging on to the rigging. The Life-boat was successful in rescuing the whole crew, 6 in number.

BALLANTRAE.—On 23rd January, about 8 o'clock at night, when blowing very hard from the S.W., the brig *Aurora*, of Ardrossan, bound from Belfast to that port, was observed drifting in on the shore in a disabled condition and exhibiting signals of distress. The Life-boat *William and Harriot*, with some difficulty from the lowness of the tide, was launched in the harbour, and then proceeded to sea, and about 9 P.M. succeeded in boarding the *Aurora* (which vessel by that time had struck on a reef), and from her succeeded in rescuing the crew of 7 persons. The *Aurora* became a total wreck.

KINGSDOWNE.—On the 24th January, at 9.30 A.M., when blowing hard from W.S.W., the Life-boat *Sabrina* went out to the brig *Dillwyn*, of Swansea, ashore on the South Goodwin Sands. The sea was washing the brig fore and aft, and as the Life-boat approached two of the crew were washed away by the violence of the sea. Of these one was saved, and the other perished. The life-boatmen having boarded the stranded vessel, by dint of hard pumping kept her sufficiently light to float off the shoal with the rising tide; and then, with water still gaining on them, managed to carry the ship into Ramsgate Harbour. Besides the one lost, this vessel had a crew of 8 persons. She was laden with railway iron and sleepers, and bound to the Cape of Good Hope.

CAISTER.—The No. 2 Life-boat, the *Godsend*, was launched at 11 A.M. on the 28th January, and proceeded to the assistance of the brig *La Belle*, of Shoreham, bound from Shields to Poole, which vessel was ashore on the North Scroby, a heavy sea running and blowing hard from the S.W.

The Life-boat was towed to windward by a steam-tug, and then making sail went through the broken water on the shoals and succeeded in boarding the *La Belle*, which, besides her own crew, had on board several beachmen, who had been trying to get her afloat, but were now unable even to leave her, their yawl having been compelled to drop off the shoal on account of the breakers. After another futile attempt by the combined crews, as the water was still gaining, the vessel was abandoned, the Life-boat making trips clear of the breakers till all the men were removed. The crew of the brig were 8 in number.

This Life-boat was also launched, at noon of the 27th February, to render assistance to a vessel observed at anchor in a dangerous position near the Cackle Sand, with a signal of distress flying. The *Godsend* had to cross the Barber Sand, over which a dangerous sea was breaking, as it was blowing hard from the northward, accompanied by heavy squalls of snow. The distressed vessel was found to be the schooner *Sea Lark*, of Castlehill, which was leaking badly, and expected by the crew to part her remaining cable and go ashore. The Life-boat succeeded in procuring the assistance of a steam-tug, and eventually the *Sea Lark* was carried safely into port; she bore a crew of 5 men.

About 8 P.M. on the 9th March the schooner *Harriet*, of Goole, was seen to strike on the Barber Sands, and the Life-boat *Godsend* launched and went out to render assistance. There was a moderate breeze from the E., and the Life-boat was employed in carrying beachmen from the yawls, through the broken water to the stranded vessel, with which assistance she was got off towards daylight on the 10th.

RAMSGATE.—At 9 P.M. on the 31st January, when blowing hard from the S.W., in answer to signals of distress from the Gull Lightship, the steam-tug *Aid*, with the Life-boat *Bradford* in tow, proceeded to the dismasted barque *Dorothea*, of Sunderland, which vessel had been in collision with a steamer and lost her masts. The Life-boat, having boarded her, ran a hawser out to the steam-tug, which ultimately succeeded in carrying her safely into Ramsgate. The *Dorothea* carried a crew of 11 men.

Soon after 6 A.M. on the 20th March, during a N.E. gale, the schooner *Jessie*, of

Perth, bound from Littleferry to Portsmouth, was seen ashore on the North Sand Head, off Goodwin, and the Life-boat, in tow of the steam-tug, proceeded to render assistance. Arrived sufficiently to windward, the Life-boat cast off the tow-rope, and making sail, made over the sand to the *Jessie*. She drove ashore near that vessel, and the crew, 4 in number, wading through a heavy surf, gained the Life-boat in safety. As the tide rose, the Life-boat beat over the sand to deep water in Trinity Bay, where she was again taken in tow by the *Vulcan*, and taken back to Ramsgate.

FISHGUARD.—During a heavy gale at N., shortly after midnight of the 20th Feb., the No. 2 Life-boat, *The Fraser*, was launched to the assistance of the dandy *Adventure*, of Bridgwater, which vessel was in a dangerous position near the Goodwick Sands, and showing signals of distress. The wind setting right into the bay, a very dangerous sea was running, and the Life-boat's crew displayed considerable hardihood and courage in getting alongside; they were successful in rescuing the crew of the *Adventure*, 4 in number. Another vessel was then seen through the darkness driving down on the sands—the brigantine *B. F. Nash*, of New York, and the Life-boat closing her, removed the whole of the crew of 11 persons.

On the 23rd February the gale which had been the cause of the wrecks previously noted shifted to the N.E., and increased in fury, setting up a terrible sea in Fishguard Bay. At about an hour after midnight of 22–23rd, signals of distress were exhibited from three vessels at anchor in the roadstead, viz., the *George Evans*, of Newquay, the *Adventure*, of Bridgwater, and the *Supply*, of Newport. The Life-boat No. 1, *Sir Edward Perrott*, was at once launched, and forcing her way through an unusually heavy sea, succeeded in boarding those three vessels, as they lay in a perilous position at their anchors, and removing their crews. From the *George Evans* 2 were rescued; from the *Adventure*, 4, and from the *Supply*, 3. All were safely landed by about 4.30 A.M. Immediately on which it again became necessary to launch and proceed to the brigantine *B. F. Nash*, of New York, which vessel had been driven on the beach in the previous part of the gale, but whose

crew had returned to her and were now in danger. Soon after the Life-boat reached her, however, the tide ebbed, and the crew deciding to remain by their ship, she returned to her station about daybreak. In recognition of his skill and courage on this occasion, JAMES WHITE, commissioned boatman of Coastguard, the coxswain, received from the Institution, in addition to the medal with second service clasp, awarded for previous meritorious service, a third bar.

PORT ISAAC.—On the 20th February, during a heavy gale from N.W., the barque *Ada Melmore*, of Maryport, was observed at anchor close in upon the rocks, near Port Quin, 4 miles from Port Isaac, with signals of distress flying. About 9 o'clock the Life-boat *Richard and Sarah* was taken by land over an intricate road, and launched with difficulty, when she proceeded through a tremendous sea to the barque. It was decided by the master and officers to remain by the ship, the Life-boat now being at hand, but the crew decided that the risk would be too great, and 10 in number were landed by the Life-boat. Subsequently, the weather moderating, the Life-boat put the crew on board again, and the vessel weighed and stood out to sea. She was bound from Glasgow to Monte Video.

BLAKENEY.—During a gale from the northward, on the 21st February, the ketch *Aid*, of Hull, bound from Barton to London, was observed riding heavily at her anchors, 4 miles from Blakeney, with a signal of distress flying. The tide being out, the Life-boat *Hettie* had to be dragged a considerable distance over the sands, and then the bar was found to be impassable. At 4 o'clock the next morning, however, the tide serving, the Life-boat got out of the river and succeeded in reaching the *Aid*. At the same time the steam-tug from Wells arrived, and the *Aid*, having been taken in tow, was carried safely into port, assisted by the Life-boat's crew.

WHITBY.—On the 23rd February, when blowing hard from N.N.E., while several fishing-cobles were running into the harbour, one, the *Ann Elizabeth*, was caught by a cross sea and capsized. The No. 1 Life-boat, *Robert Whitworth*, was promptly

launched. In the meantime one of the other cibles had approached the overturned boat and rescued 2 men; a third was drowned, though the body was recovered; the Life-boat having reached the spot, immediately afterwards relieved the coble of the crew of the capsized boat and returned into port with them. The same Life-boat proceeded out of harbour at daybreak on the 1st March, and rescued the crew of the Norwegian brig *Christopher Hansteen*, which vessel, while on a voyage from Norway to Leith, was thrown on her beam-ends. The crew took to their long-boat, and were about to try to land through a dangerous surf when waved off by workmen, who roused the Life-boat's crew. The *Robert Whitworth* succeeded in embarking and landing safely the entire crew of 8 men.

DUNBAR.—About noon on the 7th March, when a strong northerly gale was blowing, the steamer *James*, of Greenock, bound to Campbeltown, was seen drifting towards the shore with signals of distress flying. The Life-boat *Wallace* was got out and dragged a considerable distance over the sands by men, and then, with the assistance of horses, conveyed with difficulty, on account of the softness of the sands, to the most suitable place for launching, and after a smart row her crew succeeded in getting her alongside the *James*, which by that time had struck the rocks, and rescued from her the crew of 4 men. The vessel afterwards sank and broke up.

PENARTH.—At 7.30 P.M. on the 7th March, in answer to signals of distress, the Life-boat *Joseph Denman* was launched, and boarded the brig *Crocodile*, of Dartmouth, which vessel had got ashore on the west end of Cardiff sands. A strong gale was blowing from N.W., and the master requested the Life-boat might lay by him till out of danger. This was done, and with the flowing tide the *Crocodile* floated off. The Life-boat returned to its station towards midnight.

HOWTH.—At 4 A.M. on Sunday morning the 26th March, the barque *Eva*, of Dublin, was stranded on Baldoyle strand, when it was blowing a strong gale from the S.E. The Life-boat *Clara Baker* was speedily manned, and proceeded to the vessel, over which the sea was making a clean breach.

Part of the crew, 5 in number, had taken to their own boat before the ship had struck, but three others, who had preferred the chance of being saved by sticking to the wreck, were now lashed in the mizzen rigging to prevent being washed away. The Life-boat, after filling several times from the heavy seas, was with difficulty got near enough to the wreck to save these men, and being unable to regain her station bore up for Baldoyle when the rescue was effected.

The *Eva* belonged to Dublin, and was bound to Ardrossan. She became a total wreck.

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

THE Thirty-eighth Anniversary of this valuable Society was held at the City Terminus Hotel, on Friday, the 20th April, when its old and valued Chairman, Captain the Hon. FRANCIS MAUDE, R.N., presided with unabated ardour.

Amongst those present were Lord WILLIAM PITT LENNOX; Admirals Sir CLAUDE BUCKLE, K.C.B., Sir WALTER TABLETON, K.C.B., G. S. HAND, C.B., and ALEX. BOYLE; Captain PHIPPS, R.N.; Captain SHUTTLEWORTH; Rev. C. CAMPE; and a number of ladies.

In the course of his opening remarks, the Chairman ably advocated the cause of the Society, and drew attention to its truly national claims. The Secretary, Commander W. H. SYMONS, R.N., then read the Report, which stated that 10,386 widows, orphans, and shipwrecked persons had been relieved during the past year, at a cost of 19,839*l.*, and that 1,965 widows received *annual* grants, for which purpose the dividends of the funded property are set apart, but were not sufficient last year by 3,468*l.*, which had therefore to be provided by the generosity of the public, to whom the Committee earnestly appealed for help to meet the increasing claims. The sailor members had increased in number by 753, making a total of 49,029 seamen and fishermen voluntarily subscribing their 3*s.* a year. The Society had acknowledged heroic exertions in saving life on the high seas and in our colonies by giving altogether 36 Gold, 266 Silver Medals, and 2,253*l.* 17*s.* 4*d.*

Various handsome donations, subscriptions, and legacies were acknowledged, amongst which were donations of 100*l.* from the Misses HEWITT, and 100*l.* from JOHN GORDON, Esq., of Cluny; also bequests from the late Miss ELIZABETH CAMERON, 250*l.*; the late BENAIAH GIBB, Esq., 90*l.*; the late Capt. E. BOLD, R.N., 90*l.*; and the late Rev. Dr. HONG, 500*l.* The Committee, in conclusion, confidently

appealed to the sympathy and benevolence of the public for increased aid in carrying out to a still greater extent the noble work in which they are engaged on behalf of our seamen, fishermen, and their families.

The Report was unanimously adopted, and the claims of the institution very eloquently advocated by several of the above-named speakers.

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

### XXVII.—DUNDALK.

*Stockport Sunday School*, 32 feet long, 7 feet 6 inches beam, 10 oars.

THIS Life-boat Station is on a low flat shore, three miles south of Soldiers' Point, the southern side of the entrance to Dundalk Harbour. At high tide the water comes to within a few feet of the boat-house; but long flats of mud extending one or two miles seaward, and which are too soft to track the boat over, and are yet uncovered at half ebb, render the process of launching difficult; and, indeed, at some states of tide and wind compel delay till the tide is in a more favourable condition. Through the mud flats, however, there are a few natural dykes, with just sufficient water to float the boat in; and in some states of tide a great deal of ground is got over in smooth water by following the dykes till they lead into the open sea.

Wrecks most commonly take place near the lighthouse, which is erected on piles, and marks the deep-water channel leading into Dundalk; it is about two miles from the land. If the Life-boat can creep through the dyke close up to this lighthouse, which sometimes happens, she is only a short time exposed to the full fury of the storm.

Sometimes, however, the tide prevents for some hours the boat being launched at all, and for this reason it is in contemplation to move the boat-house to Giles Quay, on the north side of the bay, in which position the boat would be two miles from the bar, but to windward of it, and able to launch at any time of tide.

Nevertheless, in its present position at Blackrock, the *Stockport Sunday School* Life-boat has performed some gallant service to wrecks, from which it has saved altogether 37 lives.

The present Life-boat was placed on the station in 1867, the funds having been presented to the Institution by the scholars of the *Stockport Sunday School*.

It replaced a smaller boat, which had been put there in 1859, when the station was first formed.

Altogether there have been saved at this station, since its formation, 55 lives.

The present Honorary Secretary of the Dundalk branch is J. F. FARRELL, Esq.

### XXVIII.—KIRKCUDBRIGHT.

THE Life-boat on this station is 30 feet long, 6 feet 6 inches beam, 6 oars.

She was stationed here first in 1862, in consequence of the representations of the Town Council, there having been several disastrous

wrecks near the bar of the river Dee, or in the Firth. As the crew reside near the town, and the launching-place and site for boat-house is suitable, it was found more convenient to establish the station in the town than on the comparatively uninhabited coast near the open sea.

The Life-boat saved a distressed vessel and crew a few months after being placed at Kirkcudbright, and in the course of the succeeding few years she saved the crews of three other vessels in distress; but more recently, the local coasting trade having decreased, and the lighting of the coast being more efficient, the Life-boat is seldom called for. Surrounded in all directions by some of the loveliest scenery of the kind in Scotland, Kirkcudbright itself is an interesting and picturesque little town, surrounded by deep woods, and with the beautiful river Dee sweeping along the edges of its quays. The river is deep enough for vessels of considerable burthen to ascend to abreast the town when the tide is up; and in olden times Kirkcudbright had a considerable oversea commerce. It was a walled town with a ditch almost up to modern times, and Castlemains, or Castledykes, as it is now called, was a stronghold of great importance. Edward I. made this the seat of his court during his contest with Wallace in 1300.

The celebrated Paul Jones, the *Rover*, was the son of a gardener, and born in this neighbourhood. In 1798 he brought his squadron into the outer anchorage and pillaged St. Mary's Isle, the seat of the Earl of Selkirk. The plate in particular was conveyed with great care by the sailors to the ships. For some strange reason afterwards, Jones redeemed it for a large sum from where it lay in Paris, and returned it, with many apologies, uninjured to Lady Selkirk.

The Honorary Secretary for this branch is Mr. SAMUEL CAVAN.

### XXIX.—NORTH SUNDERLAND.

*Joseph Anstice*, 33 feet long, 8 feet beam, 10 oars.

THIS station was first established in 1852. North Sunderland was so named because the village was formed originally by a colony of men who migrated hither from Sunderland. It is a small town on the point which forms the southern termination of a bay of which Bamborough Castle is the northern.

Bamborough, rising up abruptly in an otherwise low line of coast, has the appearance of an island fortress surrounded by the sea, but is really connected with the main land. Celebrated in early history as the seat of Edwin, the first of the North Saxon Kings, it was also remarkable as the strong-

hold of the earliest Christian Missions, the King having invited St. Colomba to send missionaries from Scotland for the conversion of his people. Off to the seaward of Bamborough are rocky islands, frequently used as retreats, in times of persecution, by those early Christians.

Wrecks occur in the bay between North Sunderland and Bamborough when the wind is to the east, from coasters being unable to keep the sea.

If the gale is from the N.E., large vessels in a leaky state perhaps run round the head, and beach in the northern angle of the bay. The Life-boat has then to be conveyed by horses along the sands about three miles, and launched under the lee of the vessel requiring assistance. She has also performed services at various points of the beach near to her station. North Sunderland has a small tidal harbour used by coasters; sometimes, when the weather is stormy, and they run for shelter, the Life-boat is launched and held in readiness till they are safely inside.

A considerable number of good fishermen reside in the town, which is picturesquely situated on the edge of cliff-land, facing the sea.

The boat is kept on a carriage, the boat-house being in the centre of the town, ready for conveyance, either along the beach to the north, or down a steep road into the harbour.

Thirty-nine lives have been saved at this station since its formation.

Mr. GEORGE WILSON is the Honorary Secretary of the Branch.

XXX.—SOLVA.

*Charles and Margaret Egerton*, 33 feet long, 8 feet 1 inch beam, 10 oars.

SOLVA is a very curious little land-locked harbour in the centre of the line of coast which stretches out in a nearly east and west direction and terminates in St. David's Head, from which it is distant five or six miles.

The water in the little cove is only sufficient for small coasters and fishing vessels, and with the wind on shore, a very heavy sea breaks across the narrow entrance and over the rocks which guard it, forming a most magnificent scene, but rendering it extremely perilous for any boat to get out to sea.

There are, however, not many wrecks on this part of the coast, and, with the wind in some quarters, the Life-boat could render important assistance, especially to disabled vessels requiring temporary help.

The boat-house is close down to the water's edge, in a perfectly sheltered position, and the boat, which has no carriage, is run down a slip, and easily launched at all times of tide.

Only a few fishermen reside at this little port.

Mr. C. BROWNE, of H.M. Customs, is the Honorary Secretary for this Station.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

THURSDAY, 4th January, 1877:

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.

Read and approved the Report of Rear-Admiral D. ROBERTSON-MACDONALD, Assistant-Inspector of Life-boats to the Institution, on his recent visits to Gorleston, Winterton, Palling, Hasborough, Bacton, Mundesley, Cromer, Sheringham, Blake-ney, Wells, Hunstanton, and Lowestoft.

Also the Report of Captain C. GRAY JONES, R.N., Second Assistant-Inspector of Life-boats, on his visit to the Scilly Islands.

The special contributions and legacies received by the Institution during the month of December are given in the Annual Report, published on the 1st May, 1877.

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

|                                                                                          | £.  | s. | d. |
|------------------------------------------------------------------------------------------|-----|----|----|
| The late WM. BIRKETT, Esq., of Newton-in-Cartmel . . . . .                               | 890 | 0  | 0  |
| The late F. W. HUDSON, Esq., of Hull and Scarborough (duty free) . . . . .               | 100 | 0  | 0  |
| The late Miss H. E. CARLILE, of Bristol . . . . .                                        | 100 | 0  | 0  |
| The late J. MANNING NEEDHAM, Esq., of Gloucester Square, Hyde Park (duty free) . . . . . | 50  | 0  | 0  |

Read letter from Rear-Admiral AUGUSTUS PHILLIMORE, Admiral Superintendent of Naval Reserves in succession to Vice-Admiral Sir WALTER TARBLETON, K.C.B., stating that the Institution might rely on his cordial co-operation, and that it would afford him great pleasure to render it every assistance from the Force under his command, as far as the service would permit.—*To be thanked.*

Reported that the public inauguration of the *Samuel Plimsoll* Life-boat at Lowestoft had taken place on the 21st Dec., under the superintendence of the Assistant-Inspector of Life-boats; Mr. PLIMSOLL, M.P., and some of his friends being present on the occasion.

Also that the new tubular Life-boat for New Brighton had been publicly launched and placed on its station on the 20th December.

Paid 3,780*l.* 5*s.* 0*d.* for sundry charges on various Life-boat Establishments.

Voted 169*l.* to pay the expenses of the Life-boats at Ballywalter, Sutton, Teignmouth, Seaham, Caister, Alnmouth, Winterton, Newcastle (Co. Down), Montrose, Yarmouth, Penmon, Berwick-on-Tweed, and Holyhead, in rendering the following services:—

|                                                           | Lives saved. |
|-----------------------------------------------------------|--------------|
| Schooner <i>Jenny Lind</i> , of Whitehaven . . . . .      | 5            |
| Barque <i>Beecher Stowe</i> , of South Shields . . . . .  | 10           |
| A Teignmouth fishing-boat . . . . .                       | 3            |
| Barque <i>Excelsior</i> , of Sunderland . . . . .         | 11           |
| Barque <i>Ingleborough</i> , of Hull . . . . .            | 13           |
| Brig <i>Union</i> , of Guernsey . . . . .                 | 3            |
| Schooner <i>St. Elwine</i> , of Falmouth . . . . .        | 6            |
| Schooner <i>Margaritta</i> , of Newquay . . . . .         | 4            |
| Schooner <i>Bellalie</i> , of Nantes . . . . .            | 6            |
| Brig <i>Countess of Zetland</i> , of Wells . . . . .      | 7            |
| Brigantine <i>Florence</i> , of Preston . . . . .         | 4            |
| Barque <i>Resul</i> , of Guernsey . . . . .               | 9            |
| Smacks <i>John and Eliza</i> , and <i>Sarah</i> . . . . . | 5            |

The Life-boats at Harwich, Arbroath, Ramsgate, Ballantrae, Hauxley, Kessingland, and Swansea had also rendered the following services: Schooner *Exhibiton*, of Colchester, and brigantine *Willie*, of Llanelly, rendered assistance; schooner *Adjutor*, of Stavanger, assisted to save vessel; s.s. *Cybele*, of Glasgow, rendered assistance; fishing-boat, *J. W. R.*, of Stranraer, saved vessel and crew of 4 men; *Neptunus*, rendered assistance; schooner *Eliza*, of Sunderland, saved vessel and 4; sloop *Firm*, of London, saved vessel and 6;

brigantine *Charlotte*, of Belfast, remained by vessel.

[The details of these Life-boat services will be found on pages 56-57 of the last Annual Report.]

Voted also 31*l.* 3*s.* 6*d.* to pay the expenses of the Life-boats at Rhyl, Groomsport, Newcastle, Co. Down, Piel, St. Andrew's, Caister, Teignmouth, Kingsdowne, Broadstairs, Deal, Walmer, Hartlepool, Newbiggin, Seaton Carew, Tynemouth, Arbroath, Eyemouth, Boulmer, Peterhead, Barmouth, Palling, Berwick-on-Tweed, Fraserburgh, Buddon Ness, Broughty Ferry, Courtmacsherry, Fowey, and Hauxley, in assembling their crews or going off to the assistance of vessels which did not ultimately require their aid.

The Ramsgate, Dunbar, and Tramore Life-boats had also proceeded out to the aid of distressed vessels.

Voted the thanks of the Institution, inscribed on vellum, to the Rev. H. WILSON, for going out as one of the crew in the Ballywalter Life-boat on the occasion of the wreck of the schooner *Jenny Lind*, of Whitehaven, on the 15th December.

Voted also the thanks of the Institution, inscribed on vellum, to Mr. DONALD MONTGOMERY, of Dunglass, Dumbartonshire, and to Mr. DANIEL DEMPSEY, in acknowledgment of their gallant conduct in wading into the sea and rescuing 3 of the crew of the barque *Faith*, of Irvine, and afterwards putting off in a boat and saving the remainder of the crew, 13 in number, of that vessel, which had stranded in Pollywellan Bay during a gale from S.E. on the 11th November.

The expression of the gratification of the Committee was also ordered to be conveyed to 15 other persons, who energetically assisted on the shore in the performance of this service.

Voted 1*l.* to THOMAS PHELAN, sub-constable of the Royal Irish Constabulary, and JOHN MURPHY, fisherman, of Ardglass, for putting off in a punt and saving 2 men belonging to the fishing-boat *Swallow*, on the 25th October.

Also 1*l.* 10*s.* to the crew of 3 men of the steam-launch *Blanche*, of Portsmouth, for saving 2 men from a pleasure-boat which had been disabled at the entrance to Brading Harbour on the evening of the 9th November.

Also 6*l.* to some Eastbourne men for putting off in the boat *Guardsman* to the rescue of 2 men, whose boat had been capsized off Eastbourne on the 30th November.

Also 5*l.* to some Kessingland men for rescuing the crew, 6 in number, of the brigantine *Jane*, of London, which was wrecked on the Newcome Sand during a fresh S.S.W. breeze and very heavy sea on the 3rd December.

Also 5*l.* to 5 Cromer men for bringing safely ashore through a heavy sea, at considerable risk, the crew of 9 men of the fishing-smack *Change*, of Greenwich, who had taken to their boat on their vessel being wrecked on the sands off Blakeney on the 4th December.

Also 3*l.* to 6 Wexford men for saving, by means of a shore-boat, 34 men who were in a dangerous position on the brigantine *Oromocto*, of St. John's, N.B., stranded off Rosslare during blowing weather on the 14th December.

Also 1*l.* 10*s.* to 3 of the crew of the steam-tug *Reliance*, of London, for saving the crew of 4 men of the lugger *St. Jean Baptiste*, of Granville, which was wrecked at the mouth of the Thames during a gale on the 11th November.

Also 15*l.* to 10 men for putting off in a boat from Skerry, in the Shetland Islands, at some risk, and saving the crew of 10 men of the barque *Queen Victoria*, of Krageroe, Norway, which was completely disabled off Whalsey on the 7th December.

THURSDAY, 1st February, 1877 :

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 Rear-Admiral J. R. WARD, Inspector of Life-boats to the Institution, on his recent visits to Brooke (Isle of Wight) and Shoreham.

Also the Report of the Assistant-Inspector of Life-boats on his visit to the Whitby Life-boat Station.

Also the Report of the Second Assistant-Inspector on his visits to Penzance, Porthleven, Lizard, Mullion, Cadgwith, Porthoustock, Falmouth, Portloe, Mevagissey, Fowey, Looe, Penarth, Porthcawl, Swansea, Pembrey, Carmarthen Bay, Tenby, and Milford.

Reported that S. L. HELM, Esq., of Manchester, had presented 250*l.* to the Institution, through its Manchester Branch, to defray the cost of the Ferryside (Carmarthen Bay) Life-boat House, in memory of his wife.

Decided that Mr. HELM be cordially thanked.

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

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

|                                                                         | £.    | s. | d. |
|-------------------------------------------------------------------------|-------|----|----|
| The late Miss GRACE EVERARD, of Laverstock, Wilts (duty free) . . . . . | 1,000 | 0  | 0  |
| The late Capt. BURCH, R.N., of Exmouth (duty free) . . . . .            | 50    | 0  | 0  |
| The late Miss H. M. JONES, of Yatton, Somerset . . . . .                | 10    | 0  | 0  |

Decided that the thanks of the Institution be expressed to R. H. D. MAHON, Esq., in acknowledgment of his valuable co-operation during the period he occupied the office of Honorary Secretary of its Alloa Branch.

Also that various works be carried out at the Balbriggan and Chapman's Pool Life-boat Stations, at an expense of 65*l.*

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

Paid 1,374*l.* 10*s.* 5*d.* for sundry charges on various Life-boat Establishments.

Voted 216*l.* 5*s.* 1*d.* to pay the expenses of the Life-boats at Brighton, Drogheda, Rye, Cahore, Llanddulas, Porthdinllaen, Wexford, Ballantrae, Newquay (Cornwall), Caister, and Great Yarmouth, in rendering the following services:—

|                                                                       | Lives saved. |
|-----------------------------------------------------------------------|--------------|
| Barque <i>Ida</i> , of Glasgow . . . . .                              | 1            |
| Barque <i>Sisters</i> , of Sunderland . . . . .                       | 11           |
| S.S. <i>Urania</i> , of Swansea . . . . .                             | 10           |
| Ketch <i>Les Deux Sœurs</i> , assisted to save vessel and . . . . .   | 13           |
| Barque <i>Nanta</i> , of Lussino . . . . .                            | 13           |
| Smack <i>Ann Pritchard</i> , of Carnarvon, saved vessel and . . . . . | 2            |
| A boat of Porthdinllaen, saved boat and . . . . .                     | 2            |
| Schooner <i>Rebecca and Mary</i> , of Carnarvon . . . . .             | 5            |
| Fishing-smack <i>Mountain Hare</i> , of Wexford . . . . .             | 6            |
| Brig <i>Aurora</i> , of Ardrossan . . . . .                           | 7            |
| Schooner <i>Lizzie Male</i> , of Padstow . . . . .                    | 6            |
| Brig <i>La Belle</i> , of Shoreham . . . . .                          | 8            |
| Barque <i>Constantia</i> , of Sunderland . . . . .                    | 12           |

The Life-boats at Palling, Pakefield, New Brighton, and Kingsdowne had also rendered the

following services:—S.S. *Nuphar*, of Shields, rendered assistance; s.s. *Ludworth*, of London, assisted to save vessel and 16; sloop *Darling*, of Beaumaris, saved vessel and 2; brig *Dillwyn*, of Swansea, saved vessel and 8.

The Hauxley Life-boat had also rendered important assistance to the keepers at Coquet Island Lighthouse.

[The particulars of these Life-boat services will be found on pages 170-4 of this Journal.]

Voted 253*l.* 12*s.* 2*d.* to pay the expenses of the Life-boats at Montrose, St. Andrew's, Drogheda, Castletown, Worthing, Kingsdowne, Newhaven, Walmer, New Romney, Winchelsea, Berwick-on-Tweed, Bridlington, Douglas, Caister, Courtown, Llanddwyn, New Brighton, Longhope, Kingsgate, Southport, Chapel, and Skegness, in assembling their crews or putting off to the assistance of vessels not ultimately needing the services of the boats.

The Ramsgate Life-boat had also been out with the view of aiding a distressed vessel.

Voted the Silver Medal of the Institution, and its thanks, inscribed on vellum, to Inspecting-Commander O. S. CAMERON, R.N., of Her Majesty's Coastguard at Newcastle, Co. Down, and 2*l.* each to 2 of his men for gallantly putting off in the Coastguard punt, and, at great risk, rescuing the crew, consisting of 4 men, of the brigantine *Fame*, of Maryport, which was wrecked off Newcastle, during a strong S.E. wind and very heavy sea, on the 3rd December.

Also the Silver Medal, and thanks, inscribed on vellum, to Mr. JOHN PAYNE, Chief Officer of Her Majesty Coastguard at Skerries, Co. Dublin, in acknowledgment of his gallant conduct on the 2nd January, in twice swimming, at great risk of life, to the aid of the crew of the wrecked smack *Falcon*, of Skerries, whereby he was successful in rescuing one man, who was quite unconscious. A gale from E.S.E. was blowing at the time, accompanied by a very heavy sea.

It was also voted to 4 Coastguardmen, who assisted by tending the life-line on the above-named occasion.

Voted also 5*l.* 10*s.* to 11 men for putting off in two boats and towing safely ashore two boats of the barque *Feliz*, of Bilbao, with that vessel's crew on board, they having taken to their boats on their vessel being wrecked at Adrigole, Co. Cork, during a fresh gale from S.W. to W.S.W., on the 31st December.

Also 4*l.* to 8 of the crew of the Ramsey Life-boat, for putting off in a fishing-boat and saving the crew of 4 men from the smack *Medina*, of Whitehaven, which had stranded off Ramsey during a strong S.E. gale on the 3rd January.

Also 1*l.* 5*s.* to 5 Campbelltown life-boatmen, for putting off in a skiff and saving the crew of 3 men from the schooner *Mary Alice*, of Liverpool, which had stranded off Campbelltown during a gale from E.S.E., on the 3rd January.

Also 2*l.* to 4 men for saving a man from the fishing-boat *Industry*, of Topsham, which had capsized off Exmouth during a moderate N.W. breeze, on the 5th January.

Also 4*l.* to 8 men for manning the Brighton Town Life-boat, and saving 10 of the crew of the barque *Ida*, of Glasgow, which was wrecked at Brighton on the 6th January.

Also 1*l.* to 4 men for saving 2 men from the fishing-boat *Brotherly Love*, of Teignmouth, which had capsized off that place during a fresh W.S.W. breeze, on the evening of the 4th January.

#### THURSDAY, 1st March:

The Chairman of the Institution in the Chair.

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

Also the Report of the Inspector of Life-boats on his recent visits to Plymouth, Whitsand Bay, Mouth of the Yealm, Mothecombe, Hope Cove, Salcombe, Dartmouth, Brixham, Torquay, Margate, Ramsgate, Broadstairs, and Kingsgate.

Also the Report of the Assistant-Inspector of Life-boats on his visits to New Brighton, Rhyl, Llanddulas, Llandudno, and Penmon.

Also the Report of the Second Assistant-Inspector on his visits to Little Haven (St. Bride's) Newport (Pembroke), Aberporth, Solva, St. David's, Fishguard, Cardigan, Newquay, and Aberystwith.

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

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

|                                                                            | £.  | s. | d. |
|----------------------------------------------------------------------------|-----|----|----|
| The late C. J. CORKER, Esq., of Ramsgate . . . . .                         | 500 | 0  | 0  |
| The late Miss F. J. LEWTHWAITE, of Colton, Lancaster (duty free) . . . . . | 200 | 0  | 0  |

Also that Captain E. BALÉZEAUX, Chief Inspector of Life-boats to the French Shipwreck Society, had recently visited England with the view of making himself acquainted with the work of the NATIONAL LIFE-BOAT INSTITUTION.

He had visited several of the Life-boat Stations, accompanied by the Inspector of Life-boats to the Institution, who explained fully to him the manner in which the Life-boat work is carried on on the English coast.

Reported that the transporting carriage for the Broadstairs Life-boat had been forwarded to its station, and that the London, Chatham and Dover Railway Company had kindly granted it a free conveyance from London to its destination.—To be thanked.

Decided, on the invitation of the local residents, and on the recommendation of the Inspector of Life-boats, to form Life-boat Stations at Hope Cove, near Salcombe, and at the mouth of the river Yealm, near Plymouth, and to appropriate the latter to the gift of 800*l.* recently received from A. B. S., to defray the cost of a Life-boat Establishment, the boat to be named the *Bowman*.

Paid 1,348*l.* 11*s.* 10*d.* for sundry charges on various Life-boat Establishments.

Voted 147*l.* 3*s.* 6*d.* to pay the expenses of the Life-boats at Abersoch, Donna Nook, Isle of Arran, New Brighton, Padstow, Fishguard, Port Isaac, and Whitby, in rendering the following services:—

|                                                             | Lives saved. |
|-------------------------------------------------------------|--------------|
| Schooner <i>Annie</i> , of Padstow . . . . .                | 5            |
| Schooner <i>Helen</i> , of Rye . . . . .                    | 3            |
| Barque <i>Queen of Hearts</i> , of Miramichi, N.B. . . . .  | 1            |
| Ship <i>Marietta</i> , of Liverpool . . . . .               | 13           |
| Schooner <i>Jeune Prosper</i> . . . . .                     | 1            |
| Schooner <i>Plymouth</i> , of Plymouth . . . . .            | 4            |
| Smack <i>George Evans</i> , of Newquay . . . . .            | 2            |
| Dandy, <i>Adventure</i> , of Bridgwater . . . . .           | 4            |
| Brigantine <i>B. F. Nash</i> , of New York . . . . .        | 11           |
| Schooner <i>Supply</i> , of Newport . . . . .               | 3            |
| Barque <i>Ada Melmore</i> , of Maryport . . . . .           | 10           |
| Two fishing-cobles of Whitby . . . . .                      | 7            |
| Brig <i>Christopher Hansteen</i> , of Christiania . . . . . | 8            |

The Ramsgate, Holyhead, Palling, and Blakeney Life-boats had also rendered the following services:—Barque *Dorothea*, of Sunderland, assisted to save vessel and 11; ship *Flora*, of Liverpool, rendered assistance; barque *James Vinnicombe*, of Sunderland, assisted to save vessel and 17; schooner *Aid*, of Hull, saved vessel and 4.

[The details of these Life-boat services will be found on pages 169-76 of this Journal.]

Voted also 11*l.* 1*s.* 6*d.* to pay the expenses of the Fleetwood, Penarth, New Brighton, North Sunderland, Porthdinllaen, Clovelly, Cardigan, Holyhead, and Wells Life-boats, in assembling their crews or putting off to the assistance of vessels not ultimately requiring the aid of the boats.

Voted the Silver Medal of the Institution to Mr. HENRY CARR, Examining Officer of H.M. Customs at Wexford, and 4*l.* to 4 other men, for putting off in a small boat and rescuing, at great risk, the crew of 6 men from the fishing-boat *Morning Star*, of Wexford, which had stranded on Wexford Bar, during a strong S.S.W. wind and rough sea, on the 22nd January.

Also the Third Service Clasp to Mr. JAMES WHITE, coxswain of the Fishguard Life-boat, in acknowledgment of his gallant services in that boat.

Voted also 5*l.* to 5 men of Portmahomack, N.B., for wading into the sea and saving the crew of 4 men from the schooner *Adler*, of Hanover, which had stranded in Dornoch Firth during a severe gale on the 23rd December.

Also 1*l.* 10*s.* to 3 men of Budleigh Salterton for saving 2 Coastguardmen whose boat, while they were crossing the river Otter on duty, had been carried down the river by the current and wrecked against the rocks at Otter Point, during a strong wind on the 3rd January.

THURSDAY, 15th March.

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

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

The Secretary then read the Annual Report.

The Meeting was then addressed by Admiral SIR RICHARD COLLINSON, K.C.B., Deputy Master of the Trinity House; Admiral of the Fleet SIR GEORGE SARTORIUS, K.C.B.; the Right Hon. the EARL of ERNE; NICHOLAS B. DOWNING, Esq.; Admiral Sir J. WALTER TARLETON, K.C.B.; Capt. the Hon. F. MAUDE, R.N.; T. B. SMITHIES, Esq., Editor of "The British Workman"; the Rt. Hon. the EARL of COURTOWN; the Ven. Archdeacon of Anchory; JOHN MACGREGOR, Esq., M.A. ("Rob Roy"); GEORGE LYALL, Esq., V.P., *Deputy Chairman*; the Rev. E. HEWLETT, M.A., Hon. Sec. of the Manchester Branch of the Institution, and Sir EDWARD G. L. PERROTT, Bart., V.P.

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

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

THURSDAY, 5th April:

The Chairman of the Institution in the Chair.

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

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

Read and approved the Report of the Inspector of Life-boats on his recent visits to Exmouth, Yealm River, Hope Cove, Teignmouth, Torquay, Sidmouth, Lyme Regis, and Chapman's Pool.

Also the Report of the Assistant-Inspector of Life-boats on his visits to Penmon, Moelfre, Bull Bay, Cemaes, Cemlyn, Holyhead, Rhosneigr, Rhoscolyn, Carnarvon, Bude, Clovelly, Appledore, Morte, Braunton, Ilfracombe, Lynmouth, Watchet, and Burnham.

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

Read letter from His Grace the DUKE of NORTHUMBERLAND, P.C., *President of the Institution*, of the 3rd inst., forwarding a cheque for 300*l.* as a contribution in aid of the funds of the Institution.—*To be cordially thanked.*

Reported the receipt of 800*l.* from Miss ADAMSON, per Messrs. SHIELL and SMALL, of Dundee, to defray the cost of an additional Life-boat Establishment for the Scotch coast.

Decided that the donor be thanked, and that her benevolent intentions be carried into effect as early as practicable.

Also the receipt of 500*l.* from the employes of the late GEORGE MOORE, Esq., to provide a Life-boat to be named after him, as a mark of their great respect for him.

Decided that the donors be thanked, and that the gift be appropriated to the new Life-boat to be stationed at Porthdinllaen, on the coast of Carnarvonshire, the boat being named the *George Moore*.

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

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

|                                                                           | £.    | s. | d. |
|---------------------------------------------------------------------------|-------|----|----|
| The late GEORGE WOOD, Esq., of Chelsea (duty free) . . . . .              | 1,000 | 0  | 0  |
| The late Miss ANN MAXWELL GRAMHAM, of Williamwood, near Glasgow . . . . . | 500   | 0  | 0  |
| The late Capt. J. A. GORDON, R.N., of Ittington, N.B. . . . .             | 300   | 0  | 0  |

The meeting expressed its sincere condolence with the Chairman of the Institution on the occasion of his recent heavy bereavement by the death of Mrs. CHAPMAN.

Also with the family of the late Capt. ANDREW SMALL, who had rendered the Life-boat cause most important service during the many years he had held the post of Treasurer of the Glasgow Branch of the Institution.

Voted the thanks of the Institution to H. N. JENNER, Esq., and Mr. D. MCEACHRAN, in acknowledgment of their long and valuable co-operation as Honorary Secretaries, respectively, of the Brighton and Campbeltown Branches of the Society.

Decided that various works be carried out at

the Cemlyn, Banff, and Hythe Life-boat Stations, at an expense of 502l.

Read letter from the Government of the United States of America, of the 21st Feb., forwarding to the Institution four copies of the Annual Report of the United States Life-Saving Service for 1876, and other documents.—*To be thanked.*

Reported that the Victorian (Australian) Shipwreck and Humane Society had presented to Mr. LEWIS, the Secretary of the Institution, their silver medal "as a slight recognition of the many and valuable services rendered by him in the cause of humanity."

Paid 3,133l. 7s. 9d. for sundry charges on various Life-boat Establishments.

Voted 45l. 18s. 6d. to pay the expenses of the Life-boats at Drogheda, Dunbar, Penarth, and Howth in rendering the following services:—

|                                                                          | Lives<br>saved. |
|--------------------------------------------------------------------------|-----------------|
| Schooner <i>Mary</i> , of Liverpool . . . . .                            | 3               |
| Schooner <i>Fria</i> , of Thisted, assisted to save vessel and . . . . . | 7               |
| S.S. <i>James</i> , of Greenock . . . . .                                | 4               |
| Brig <i>Crocodile</i> , of Dartmouth, remained by vessel.                |                 |
| Barque <i>Eva</i> , of Dublin . . . . .                                  | 3               |

The Caister, Palling, and Ramsgate Life-boats had also rendered the following services:—Schooner *Sea Lark*, of Castlehill, assisted to save vessel and 5; schooner *Harriet*, of Goole, rendered assistance; schooner *Johanna Vrow*, of Altona, assisted to save vessel; schooner *Jessie*, of Perth, saved crew, 4.

[The details of these Life-boat services will be found on pages 170-6 of this Journal.]

Voted also 81l. 8s. to pay the expenses of the Barmouth, Rhosneigr, Drogheda, Dungarvan, Padstow, Tynemouth, Broadstairs, and Gorleston Life-boats, in assembling their crews or putting off with the view of rendering assistance to vessels which did not eventually need their aid.

The Maryport Life-boat had also been out to the assistance of a distressed vessel.

Voted the Silver Medal of the Institution to EDWARD WHELDRAKE, one of the crew of the Hull Trinity Life-boat stationed at Spurn Point, in acknowledgment of his gallant conduct in jumping into the sea from the Life-boat and saving the master of the sloop *Grace Darling*, of Hull, which was wrecked on the Middle Banks off Spurn Point during a strong E. gale on the 24th December.

Voted also the Silver Medal to Mr. JOHN WHITE, coxswain of the Howth Life-boat, in admiration of his general gallant services in the boat in saving life from shipwreck, and especially on the occasion of the rescue of 3 men from the barque *Eva*, of Dublin, on the 25th March.

Also 2l. to 3 men for putting off in a boat and saving 3 persons from the boat *Mary*, which had been capsized in a squall on Loch Boisdale, Inverness-shire, on the 20th January.

THURSDAY, 3rd May :

The Chairman of the Institution in the Chair.

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

Also the Report of the Inspector of Life-boats on his visits to Clacton-on-Sea, Barmston, Bridlington Quay, Silloth, Port Patrick, Eyemouth, Montrose, Gourdon, and Newburgh.

Also the Report of the Assistant-Inspector on visiting Newhaven, Birling Gap, Llanddwyn, Porthdinllaen, Abersoch, Penrhyn-du, and Portmadoc.

Also the Report of the Second Assistant-Inspector on his visits to Withernsea, Hornsea, Bridlington, Flamborough, Filey, and Scarborough.

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

|                                                                                                                        | £.  | s. d. |
|------------------------------------------------------------------------------------------------------------------------|-----|-------|
| J. G., per Ardrossan Branch . . . . .                                                                                  | 100 | 0 0   |
| Worshipful Company of Drapers . . . . .                                                                                | 52  | 10 0  |
| GEORGE WEBSTER, Esq., further on account of his Life-boat Fund . . . . .                                               | 12  | 10 0  |
| Collected on board the ship <i>White Eagle</i> on her recent passage to New Zealand, per Capt. A. F. ROBERTS . . . . . | 4   | 5 0   |

—*To be severally thanked.*

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

|                                                             | £.    | s. d. |
|-------------------------------------------------------------|-------|-------|
| The late H. DAVIES GRIFFITHS, Esq., of Caer Hün . . . . .   | 2,000 | 0 0   |
| The late Admiral Sir BURTON MACNAMARA (duty free) . . . . . | 500   | 0 0   |
| The late G. F. HENWOOD, Esq., of Crawley . . . . .          | 10    | 10 0  |

Decided, on the invitation of the local residents and the recommendation of the Inspector of Life-boats, to form new Life-boat Stations at the following places:—Clacton-on-Sea, Essex; Port Patrick, Wigtownshire; Newburgh, Aberdeenshire; and Gourdon, Kincardineshire.

Also to station new Life-boats at Newhaven, Sussex, and Withernsea, Yorkshire, in the place of the present boats, which were becoming unfit for further service.

Also that the new Life-boat to be sent to Newhaven be appropriated to the Jewish Scholars' Life-boat Fund, collected by the Jewish Boys and Girls of the United Kingdom to defray the cost of a Life-boat to be named the *Michael Henry*, in memory of the late Mr. MICHAEL HENRY.

Also that the thanks of the Institution be presented to THOMAS WEBBER, Esq., J.P., Mayor of Falmouth, in acknowledgment of his long and valuable services as one of the founders of the Falmouth Branch of the Institution, and afterwards as its able and zealous Chairman.

Paid 1,837l. 14s. 11d. for sundry charges on different Life-boat Establishments.

Voted 130l. 6s. 6d. to pay the expenses of the Life-boats at Montrose, Sunderland, Cardigan, Dundalk, Skerries, Newcastle, Co. Down, St. Ives, Hornsea, and Great Yarmouth, in rendering the following services:—

|                                                             | Lives<br>saved. |
|-------------------------------------------------------------|-----------------|
| Schooner <i>Charm</i> , of Montrose . . . . .               | 3               |
| Schooner <i>George Brown</i> , of Montrose . . . . .        | 2               |
| Schooner <i>Wave</i> , of Boston, rendered assistance.      |                 |
| Barque <i>Victoria</i> , of Sunderland . . . . .            | 9               |
| Cardigan shore boat . . . . .                               | 4               |
| Smack <i>Elizabeth</i> , of Cardigan . . . . .              | 2               |
| Schooner <i>Jane</i> , of Whitehaven . . . . .              | 5               |
| Schooner <i>Andromeda</i> , of London . . . . .             | 6               |
| Schooner <i>Isabella</i> , of Portmadoc . . . . .           | 5               |
| Brigantine <i>Ocean Packet No. 3</i> , of Harlingen.        | 7               |
| Dandy <i>Henri Helené</i> , of Nantes, rendered assistance. |                 |
| Brig <i>Fortuna</i> , of Oster-Risoer . . . . .             | 6               |
| Barque <i>Suez</i> , of Sarpsborg . . . . .                 | 9               |



The Eyemouth, Gorleston, Cardigan, and Porthdinllaen Life-boats had rendered the following services:—21 fishing-boats of Eyemouth, saved boats and crews; smack *White Rose*, of Yarmouth, saved vessel and 6; schooner *Mary Helen*, of Fowey, saved vessel; schooner *Miss Thomas*, of Portmadoc, remained by vessel.

Voted also 170*l.* 8*s.* 9*d.* to pay the expenses of the Life-boats at Cahore, Courtown, Arklow, Caister, Dover, Porthdinllaen, Tyrella, Lowestoft, Barmouth, Broughty Ferry, Deal, and St. Andrew's, in either assembling their crews or going out to the aid of vessels not ultimately needing their assistance.

The Holy Island, Newbiggin, and North Sunderland Life-boats had also been launched to the assistance of fishing-boats which had been caught in a gale.

Voted the Silver Medal of the Institution to Mr. WILLIAM MANIFOLD, late assistant-coxswain of the Arklow Life-boat, who during the past eleven years had been out on service in that boat on twenty-two occasions, and had assisted to save forty-four lives.

Voted the thanks of the Institution, inscribed on vellum, to Mr. SHADRACH RICHARDS, farmer, residing near the Cardigan Life-boat Station, in acknowledgment of his continued valuable co-operation in forming one of the crew of the Cardigan Life-boat.

Voted also the thanks of the Institution, inscribed on vellum, and 3*l.* to Captain JOHN SMART, of the steamer *Rio Banto*, and 1*l.* each to his crew of 7 men, for saving three fishing-boats and their crews, numbering 20 men, which had been overtaken by a sudden S.W. gale, and were helplessly drifting away to sea off Glengad Head, co. Donegal, on 2nd February.

Also the thanks, on vellum, to Miss BELLA CLINGAN, residing near Ballywalter, Co. Down, for rushing into the surf, and at considerable risk of life assisting to save 5 men who were coming ashore in the Coastguard boat, from the smack *Boaz*, of Carnarvon, which was wrecked near Ballywalter, during a gale on 9th April, when the boat capsized in the heavy sea, resulting in the loss of three of the salvors and two of the ship-wrecked crew.

Also 10*l.* to the 7 men, or their representatives, who formed the crew of the Coastguard boat.

Voted also the thanks of the Institution, inscribed on vellum, to Mr. JOHN MONTGOMERY, late coxswain of the Chichester Harbour Life-boat, in acknowledgment of his long and faithful services in that capacity.

Read letter from the Board of Trade, stating that the United States Government had decided to present a Gold Medal to each of the survivors of the crew of the Liverpool Life-boat, belonging to the Mersey Docks and Harbour Board, and each man forming the crew of the New Brighton Life-boat of the NATIONAL LIFE-BOAT INSTITUTION, in recognition of their brave and determined services on the occasion of the wreck of the American ship *Ellen Southard*, on the 27th September, 1875, at the mouth of the river Mersey; and \$600 to the families of the 3 men who were drowned by the capsizing of the Liverpool Life-boat on that occasion.

Reported that a public meeting had been held on the 16th of April, at the Town Hall, Liverpool, at which the medals and money were presented to the life-boatmen.

## THE LIFE-BOAT.

BY THE LATE MICHAEL HENRY.\*

### I.

FRESH launched to meet the swelling gale,  
At morn the gallant ship sets sail;  
All taut and trim, with canvas gay,  
Her stemson cleaves the sparkling spray.  
The sky is fair—the prosperous breeze  
Floats softly o'er the glittering seas;  
The vessel seeks the unknown shore,  
With Hope's gay pennon at the fore;  
While rosy beams of morning shine,  
On yonder blending distance-line.

But hark! what murmuring sounds arise!  
What sudden clouds obscure the skies!  
The long-lulled wind blows fierce and loud,  
And sends its shriek round sail and shroud!  
From stem to stern the breakers dash,  
Loud peals the awful thunder-crash—  
Cloud flings to cloud the lightning flash!  
The Storm! the Storm! Oh, who shall save  
The vessel from the yawning grave!

But see, afar! on yonder crest,  
A gallant crew the billows breast:  
Mark each strong arm and stalwart form,  
The LIFE-BOAT speeds amidst the storm.  
It sinks; it mounts; it sways; it glides;  
And steadfast cleaves the angry tides—  
Now flung afar, now hastening near,  
It scorns the surging waves—'tis here!  
The ship is saved—it rides the foam:  
And yonder gleam the lights of Home!

### II.

Fresh launched amidst life's varied gale,  
From Stepney port, we boys set sail,  
In life's gay morn, when brightly shine  
The sunbeams on the distance-line.  
Well "taught" and trim, with spirits gay,  
Rigged, braced, and reefed, for life's rough way;  
The sky is fair—the prosperous breeze  
Sports gaily o'er life's fitful seas;  
We gladly seek the unknown shore,  
With Hope's bright pennon at the fore.

But oh! when furious tempests rise,  
And gloomy clouds obscure the skies,  
When waves of darkest danger dash,  
And lurid strikes the lightning flash,  
Midst roar of wind and thunder-crash:  
Oh! in that hour of doubt and dread,  
The sunlight of Thy Promise shed!  
When none—but Thee—have power to save,  
Then send *Thy* Life-Boat o'er the wave.

Thy Life-Boat—FAITH—whose stalwart form  
Cleaves every wave, and rides the storm!  
No hidden shoal its keel shall strand,  
'Tis built by Thine Almighty Hand.  
That Boat our trembling souls shall save,  
When yawns destruction's dreadful wave!  
'Twill bring us through life's varied fate,  
Through the dark graveyard's harbour gate,  
Our LIFE-BOAT, till our course is run;  
And HEAVEN—Thy Sacred Refuge—won!

\* It should be mentioned that the Jewish Boys and Girls of the United Kingdom have generously presented a Life-boat to the NATIONAL LIFE-BOAT INSTITUTION. The fund had its origin by the much respected author of this Poem, and in his memory the Boat is named the *Michael Henry*.]

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—*Her Most Gracious Majesty the Queen.*  
 Vice-Patron—*HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.*  
 President—*HIS GRACE THE DUKE OF NORTHUMBERLAND, P.C., D.C.L.*

## Services of the Life-boats of the Institution in 1876.

|                                                                                    |                                                                                   |                                                                                                                                            |
|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| <i>A. E. M.</i> , brig, of Nantes ..... 8                                          | <i>Firm</i> , sloop, of London—assisted to save vessel and crew ..... 6           | <i>Providence</i> , fishing yawl, of Lowestoft—rendered assistance.                                                                        |
| <i>Alabama</i> , schooner, of Goole .... 2                                         | <i>Florence</i> , brigantine, of Preston . . . 4                                  | <i>Psyche</i> , schooner, of Swansea—assisted to save vessel and . . . . . 7                                                               |
| <i>Anna</i> , schooner, of Rendsburg ... 4                                         | <i>Frank</i> , dandy, of Grimsby . . . . . 10                                     | Redcar fishing cobles—rendered assistance.                                                                                                 |
| Arbroath fishing boats—rendered assistance.                                        | <i>Fred. Thompson</i> , brig, of Dundee—remained by vessel.                       | <i>Resolute</i> , schooner, of Peterhead . . . 6                                                                                           |
| <i>Aries</i> , smack, of Cowes—rendered assistance.                                | <i>Gem</i> , fishing boat, of Eyemouth—vessel and . . . . . 6                     | <i>Robert Stevenson</i> , brig, Shields . . . 9                                                                                            |
| <i>Atlantic</i> , barque, of Swansea—assisted to save vessel and . . . . . 16      | <i>George</i> , coble, of Cullercoats . . . . . 1                                 | <i>Rover</i> , schooner, of Wexford—rendered assistance.                                                                                   |
| <i>Auffrey</i> , barque, of Sunderland . . . 3                                     | <i>George Smeed</i> , sch., of Rochester—rendered assistance.                     | <i>Roycroft</i> , barque, of Annapolis, N.S.—rendered assistance.                                                                          |
| <i>Adjutor</i> , schooner, of Stavanger—rendered assistance.                       | <i>Germ</i> , ketch, of Goole . . . . . 4                                         | <i>Rubens</i> , s.s., of Liverpool—remained by vessel.                                                                                     |
| <i>Augusta</i> , schooner, of Sunderland . . . 4                                   | <i>Gleaner</i> , schooner, of Preston . . . . . 3                                 | <i>Sinal</i> , brig, of Nantes . . . . . 6                                                                                                 |
| <i>Bavington</i> , s.s., of Newcastle . . . . . 4                                  | <i>Gustaf</i> , s.s., of Gothenburg . . . . . 14                                  | <i>Speed</i> , brig, of Sunderland—assisted to save vessel and . . . . . 9                                                                 |
| <i>Beaside</i> , s.s., of Newcastle . . . . . 15                                   | <i>Imatar</i> , barque, of Finland . . . . . 15                                   | Staithe fishing cobles—rendered assistance.                                                                                                |
| <i>Beecher Stowe</i> , barque, of Shields 10                                       | <i>Ingleborough</i> , barque, of Hull . . . . . 13                                | <i>St. Elwine</i> schooner, of Falmouth . . . 6                                                                                            |
| <i>Bellalie</i> , schooner, of Nantes . . . . . 6                                  | <i>Iona</i> , schooner, of Belfast . . . . . 3                                    | Teignmouth fishing boat . . . . . 3                                                                                                        |
| <i>Bridget</i> , brigantine, of Dungarvan . . . 8                                  | <i>Jenny Lind</i> , sch., Whitehaven . . . . . 5                                  | <i>Tobina</i> , schooner, of Oude Pekela . . . 5                                                                                           |
| <i>Brothers</i> , schooner, of Sunderland—rendered assistance.                     | <i>John</i> , schooner, of Runcorn . . . . . 3                                    | <i>Ton Mawr</i> , schooner, of Povey—saved vessel and . . . . . 5                                                                          |
| <i>Brother's Pride</i> , barque, of St. John's, N.B. . . . . 11                    | <i>J. W. R.</i> , fishing boat, of Ballantrae—saved boat and crew . . . . . 4     | <i>Trader</i> , brigantine, of Portaferry . . . 2                                                                                          |
| <i>Camilla</i> , brig, of Portsmouth . . . . . 4                                   | <i>J. W. Setterwall</i> , barque, of Stockholm—remained by vessel.                | <i>Turkestan</i> , ship, of Liverpool . . . . . 44                                                                                         |
| <i>Cingalese</i> , s.s., of London—remained by vessel.                             | <i>Katrina</i> , Prussian schooner . . . . . 4                                    | <i>Tweed</i> , schooner, of Greenock . . . . . 6                                                                                           |
| <i>Clan Alpine</i> , s.s., of Leith . . . . . 4                                    | <i>Killin</i> , schooner, of Greenock . . . . . 5                                 | <i>Union</i> , brig, of Guernsey . . . . . 3                                                                                               |
| <i>Claudine</i> , schooner, of Antwerp—rendered assistance.                        | <i>Lady Mary</i> , schooner, of Irvine . . . . 4                                  | <i>Victory</i> , smack, of Hull . . . . . 5                                                                                                |
| <i>Clifton</i> , barque, of Liverpool . . . . . 10                                 | <i>Lapwing</i> , brigantine, of Liverpool—assisted to save vessel.                | <i>Vivid</i> , fishing boat, of Ferryden—assisted to save vessel and . . . . . 6                                                           |
| <i>Comatto</i> , barque, of London—remained by vessel.                             | <i>Leonie</i> , brig, of Charlotte-Town . . . 4                                   | <i>Vulcan</i> , brig, of Whitstable . . . . . 10                                                                                           |
| <i>Countess of Zealand</i> , brig, of Wells . . . . . 7                            | <i>Lion</i> , schooner, of Goole—saved vessel and . . . . . 4                     | <i>Walker Hall</i> , barque, of Sunderland . . . . . 11                                                                                    |
| <i>County of Ayr</i> , ship, of Glasgow . . . . 2                                  | <i>Lizzie Morton</i> , schooner of St. Ives—vessel and . . . . . 5                | <i>Wells</i> , schooner, Goole, assisted to save vessel and . . . . . 5                                                                    |
| Cullercoats fishing cobles—rendered assistance.                                    | Llanabhan fishing boat . . . . . 3                                                | West Hartlepool fishing boat . . . . . 3                                                                                                   |
| <i>Cybele</i> , s.s., of Glasgow—rendered assistance.                              | Llanrhysid fishing boat—saved boat and . . . . . 3                                | Whitby fishing boats . . . . . 12                                                                                                          |
| <i>Dawn</i> , dandy, of Grimsby—saved vessel and . . . . . 3                       | <i>Macedonia</i> , brig, of Blyth . . . . . 7                                     | <i>William</i> , smack, of Wexford . . . . . 6                                                                                             |
| <i>Dragon</i> , yacht, of Swanage . . . . . 2                                      | <i>Maid of Kent</i> , schooner, of London—assisted to save vessel and . . . . . 5 | <i>William Pitt</i> , ketch, of Poole . . . . . 1                                                                                          |
| <i>Eagle</i> , pleasure boat, of Llandudno . . . 5                                 | <i>Marguerita</i> , schooner, of Newquay . . . 10                                 | <i>Wyre</i> , schooner, of Fleetwood . . . . . 2                                                                                           |
| <i>Edith</i> , fishing boat, of Lowestoft—assisted to save vessel and . . . . . 10 | <i>Mary Ann</i> , brig, of Whitehaven . . . . 10                                  | Total lives saved by Life-boats, in 1876, in addition to 19 vessels, 515 Ditto in first 6 months of 1877, besides 13 vessels . . . . . 413 |
| <i>Eliza</i> , schooner, of Sunderland—assisted to save vessel and crew . . . 4    | <i>Maxim</i> , brigantine, of St. John's . . . . 8                                | During the same period the Institution granted rewards for saving Lives by fishing and other boats 248                                     |
| <i>Elizabeth</i> , schooner, of Llanely . . . . . 5                                | <i>McVeara</i> , ship, of Boston, U.S.—assisted to save vessel.                   | <b>Total of Lives saved in Eighteen Months . . . . . 1,176</b>                                                                             |
| <i>Elizabeth</i> , ketch, of Goole . . . . . 2                                     | <i>Mentor</i> , barque—rendered assistance.                                       |                                                                                                                                            |
| <i>Ellas</i> , barque, of Spezzia—remained by vessel.                              | <i>Mignonette</i> , barque, of London . . . . . 14                                |                                                                                                                                            |
| <i>Emerald</i> , schooner, of Montrose . . . . . 6                                 | <i>Morning Star</i> , fishing lugger, of Redcar—saved vessel and . . . . . 3      |                                                                                                                                            |
| <i>Emily</i> , barque, of Shields . . . . . 17                                     | <i>Octavia</i> , barque, of Holmestrand—rendered assistance.                      |                                                                                                                                            |
| <i>Excelsior</i> , barque, of Sunderland . . . . 11                                | <i>Palestine</i> , fishing coble, of Cullercoats—rendered assistance.             |                                                                                                                                            |
| <i>Exhibition</i> , schooner, of Colchester—rendered assistance.                   | <i>Phabe</i> , dandy, of Yarmouth . . . . . 6                                     |                                                                                                                                            |
| Ferryden fishing boats—rendered assistance.                                        |                                                                                   |                                                                                                                                            |

THE COMMITTEE OF MANAGEMENT have to state that during the year 1876 and the first six months of 1877 the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £42,960 on its 266 Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 1,176 persons from various shipwrecks on our Coasts, for which services it granted 1 Gold Medal, 16 Silver Medals and 32 Votes of Thanks on Vellum, besides pecuniary rewards to the amount of £5,379.

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 24,965; for which services 92 Gold Medals, 884 Silver Medals, and £29,768 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 12,000 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.—August, 1877.