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COLLISIONS.

THE "AVALANCHE" AND "FOREST."

ANOTHER of those maritime disasters has occurred which only too frequently serve to remind us that travelling on the sea is still attended with greater danger than travelling by land.

This time it is a collision between two of those noble ships which are almost hourly leaving or arriving at our ports, one of them, unfortunately, being a passenger vessel with 63 passengers on board. The circumstances are, briefly, as follows.

The two vessels were each outward bound, and left London on the same day, the 8th September. One, the *Avalanche*, was an iron full-rigged ship of 1,154 tons register, bound to New Zealand; and the other, the *Forest*, of Nova Scotia, a wooden full-rigged ship of 1,422 register tons, carrying upwards of 2,000 tons of cargo, but at the time only in ballast.

The former ship had a crew, including the officers, 36 in number. She had five boats, one of them a Life-boat, in all capable of holding 130 persons. She had two watertight iron bulkheads, five life-buoys, and a set of life-belts for the Life-boat's crew.

The *Forest*, although the larger vessel, had a crew, all told, of 21 only, and those of no less than seven different nationalities.

On the night of the 11th the two ships were both in the neighbourhood of Portland; and the look-out man on board the *Forest* appears to have reported a light on

the port or lee bow, which then became obscured, and was not seen again until immediately before the collision. The *Forest* was under easy canvas at the time, on the starboard tack, and Captain LOCKHARDT, who commanded her, was on the look-out; and, looking through his glass, he saw, he states, a green light, as if from a ship on the port tack. The weather being thick, he at once examined his own lights, and found them burning brightly. Fearing, however, that a good look-out might not be kept on board the other vessel, he ordered the man at the wheel to luff, which was promptly done; and a minute or two later the vessels met, on opposite tacks, and the collision took place, the *Forest* running into the *Avalanche* abreast of her mainmast, and, rebounding, appears to have struck her in all no less than four times.

Three of the *Avalanche's* crew, including the third mate, succeeded in climbing on board the *Forest*, the remainder of the crew and all the passengers going down with the ship, which sank within three minutes after the collision.

Scarcely, however, had the *Avalanche* and her human cargo disappeared beneath the waters, than it was perceived by those on board the *Forest* that the same fate speedily awaited her; and orders were immediately given by Captain LOCKHARDT to hoist out the three boats, which was

speedily done. As only one of the boats was ultimately saved, with those in her, it is not known how many succeeded in leaving the ship in the other two; but that some persons were still left on board the ship was known, as they were seen to burn two blue lights and a rocket; but the sea was so heavy that it was impossible for the boat to return to the ship and take them off, without certain destruction to itself, even if it could have regained her, which, having only three oars on board, was unlikely.

After rowing the rest of the night, in momentary expectation of being swamped by the sea, this boat was seen from the shore by the Portland men, who at once, at great risk to themselves, launched two of their small boats, and succeeded in rescuing the 12 persons on board it, consisting of the captain and 8 men of the *Forest*, and the mate and 2 men of the *Avalanche*, who, as above related, had succeeded in getting on board her. One of the other boats was found in the morning keel upwards on the Chesil Beach, together with some of the bodies of those who had been in her; the fate of the other has not transpired, but she no doubt foundered during the night.

We do not recount the circumstances of this catastrophe, which have already transpired through the daily newspapers, merely as interesting, nor in order to throw any blame on the captain or officers of either ship, but as matter for serious and profitable consideration.

Both ships were nearly new, were commanded by experienced men, and although the larger ship had much the smaller crew, and those of a mixed character, the evidence tended to show that she was efficiently manned; the smaller vessel, bound to the more distant port, being more heavily rigged, and, as a passenger ship, having a considerably larger number of domestic servants counted as a portion of the crew.

It was further proved, in evidence, that a good look-out was kept on board both vessels, as their respective lights were seen

from each about twenty minutes before the collision occurred.

How then did it happen that two fine ships, sufficiently manned and well commanded, and both on the look-out, were unable to keep clear of each other? Official and international rules, the clearest that experience has been able to devise, are now universally recognised, and are known to all captains of ships, yet still collisions take place! Can anything more be done to prevent them? We fear not; but that whilst the loss of ships and lives from other causes may be diminished by improved legislation, there will still be an increase in the number of collisions at sea, so long as trade and commerce continue to advance.

Our reasons for coming to this conclusion are, in the first place, that the greater the number of vessels traversing the seas, the greater must be the risk of their coming in contact with each other, especially in narrow straits such as the English Channel, where there is a continuous stream of vessels passing to and fro, and crossing and re-crossing each other's tracks; secondly, that in dark nights, although the lights of vessels may be mutually seen, their relative changes of position, the directions in which they are going, and their rates of progress, can never be known to each other with certainty; thirdly, that probably collisions are caused more frequently by those in command of one or both vessels losing their presence of mind at the last moment, than from any other cause, whilst no prescribed rules can fortify a man's nerves, endow him with good judgment, or give him presence of mind in moments of peril and need.

We see no reason to attach any blame to the captains or officers of either ship in this instance, as far as the collision is concerned—unless it be that the captain of the *Forest* had not sufficient sail on his ship to keep her well under command—but we do feel called on to draw attention to a circumstance which seems to indicate that no warnings are sufficient to induce

the generality of captains of merchant vessels to take due care of their boats and keep them always in a state of readiness for immediate use.

Thus we find that the only boat which, with those on board it, was saved in this instance had to leave the ship with only three oars, with no rowlocks or rowing crutches, and without a plug to the

draining-hole in the floor. If the other two boats left the ship equally unprovided, it is no matter for astonishment that neither of them was saved.

It is manifest that some stringent rules, with penalties attached to their infringement, seem to be indispensable to counteract the proverbial carelessness of the masters of merchant vessels in this respect.

THE LIFE-BOAT STATIONS OF THE UNITED KINGDOM.

XXXI.—ST. DAVID'S.

Augusta, 32 feet long, 7 feet 6 inches beam, 10 oars.

The *Augusta* was stationed at St. David's in 1869, her cost being subscribed by the Earl of Dartmouth's tenantry in Staffordshire and Yorkshire; and after being exhibited in the vicinity of Wolverhampton, she was placed on her station in Pembrokeshire, at St. Justinian, near St. David's Head.

Probably no wilder or more secluded spot could be found on the coasts of these islands than that selected as the station of the *Augusta*.

The boat-house is built in a small inlet at the foot of the cliffs, which tower perpendicularly over it, and which are the westernmost sea boundaries of a district of peculiarly weird aspect: an irregular expanse of dark grey rocks rising abruptly from a treeless expanse of field and bog. A scene, in fact, that, notwithstanding a certain wild charm which it possesses, requires the sun of the brightest summer to render cheerful.

The boat descends from the house down a very steep beach of smooth, large stones, to the water, and is then afloat in Ramsey Sound. Right opposite the station is the island of Ramsey, lying at a distance of 1 mile to $\frac{1}{4}$ mile from the main land, between which and through the Sound races during the greater part of every twenty-four hours a tide so rapid that the fastest boats would find it difficult to stem it.

Nevertheless, it has happened that when vessels have been dismantled or otherwise in distress to seaward of the Isle of Ramsey, aid has been rendered by boats slipping out of the Sound and passing by the lee of the island.

From the exposed position of the rocks, which everywhere abound there, and the deep water which surrounds them, vessels once on shore are rarely saved, and any sort of boat work, whether undertaken by Life-boat or fishing-boat, is extremely perilous.

Three miles westward of the south end of Ramsey is the celebrated South Bishop Rock, marked by a lighthouse, and about the same distance to the north-west of the north end of the same island is the North Bishop. Between them are the rocky islets of Daufraich, Carreg-Rhason, Maen-Rhason, and many another dangerous isolated rock, round which rapid tides for ever race, and the troubled sea is rarely calm.

Before the erection of the lighthouse no more fatal maze in which to be caught than that of the "Bishop and his Clerks" existed, even on the wild coast of Pembrokeshire.

George Owen, the antiquary, wrote: "A seaborde of this Island of Ramsey rangeth in order, the Bishop and his clerks, being seven in number, always seen at low water, who are not without some

smaller quiristers, who show not themselves but at spring tides and calm seas.

"The Bishop and these his clerks preach deadly doctrine to their winter audience, such poor seafaring men as are forced thither by tempest: only in one thing are they to be commended, they keep residence better than rest of the canons of that See are wont to do!"

About the year 1780, a Swedish vessel being wrecked on one of these rocks, the crew, unknown to the people on the adjacent land, managed to gain its shelter, and remained on it through terrible exposure till about to perish of starvation, but one day a lady chancing to observe with a telescope the rock, became convinced that she saw persons moving on it, and in spite of the opposite opinion being held by fishermen and others, she herself insisted on being taken off through very tempestuous weather, and thereby many of the poor Swedes were saved, though in the last stage of starvation.

A curious story is told of the building of the Smalls lighthouse in 1773, the Smalls being the name of some isolated rocks 21 miles to the westward of St. David's.

When the house was still unfinished, Mr. Whitehouse, the engineer who designed and built it, was, with two workmen, kept prisoner for many weeks by the continuance of violent storms, and being at last reduced to great extremity from want of food, they threw overboard three bottles, each containing a description of their desperate state. This was on the 1st of February, 1773.

Each bottle had been placed in a cask, with the inscription "Open me" on it. One cask was picked up in Galway Bay on the 7th of April, and the intelligence instantly forwarded by the Mayor of Galway over the Channel to St. David's—no easy or quick operation in the year 1773.

The second cask was picked up a long time afterwards on Newgall Sands; and the third, a few days after it had been sent forth on the forlorn hope errand, drifted ashore under the windows of the same lady (Mrs. Williams) who had been the means of saving the Swedes, and its message having been immediately acted on, the occupants of the lighthouse were only barely saved from starvation.

Shortly after the new lighthouse was opened, one of the two lightkeepers who were on duty in the lighthouse died. The storms had cut off all communication with the shore. Weeks after, when aid arrived, the solitary occupant was found still watching the putrid body of his companion, afraid to bury it for fear of being accused of murder.

About two miles from the Life-boathouse is the cathedral of St. David's. St. Patrick is said, in some legends, from the rocky hills about the cathedral, then a small chapel, to have gazed on

the Irish hills before he sailed thither on his missionary work. In later times, the pilgrimage to St. David's twice was considered equal to a pilgrimage to Rome.

There are not many fishermen on this part of the coast, but enough good boatmen are to be found in the neighbourhood to man the Life-boat when required. Captain JOHN REES is the Honorary Secretary of this branch.

XXXII.—WHITHORN.

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

THIS Life-boat was placed in a small bay on the eastern ridge of a promontory which, protruding southwards from the general run of the coast, divides the bays of Wigton and Luce.

The boat is kept in a house built on a small neck of land connecting the so-called Isle of Whithorn with the main land, and has the advantage of good launching places, with the wind in any direction, either on one side or the other of the island. The coast is wild and exposed, and the *Charlie Peek* has performed some excellent service at different times, though there is not a very extensive over-sea traffic from that coast.

The station was formed in 1868, and the boat launched for the first time in April 1869.

ALEXANDER MACFIE, Esq., is the Honorary Secretary for the branch, and an excellent crew is provided from among the fishermen who reside in the port.

XXXIII. AND XXXIV.—DROGHEDA.

Old George Irlam, of *Liverpool*, 32 feet long, 7 feet 6 inches beam, 10 oars.

John Rutter Chorley, 32 feet long, 7 feet 6 inches beam, 10 oars.

THE mouth of the Boyne has a Life-boat Station on either side of its entrance.

Vessels, mostly coasters, making for the river come on shore outside the bar, and on the adjacent shores, and it is therefore necessary that a boat should be able to start from either station on its carriage by land, to get under the lee of the wreck before launching, and if there were a boat only on one side it would frequently have to be launched into the river, rowed across it, and remounted on the opposite bank before commencing its land journey to the scene of the wreck. Sometimes the wrecks are on the bar, and then both Life-boats endeavour to get to her by launching into the river and rowing out of it against the storm; but in some state of the tides, with easterly gales, this is both difficult and perilous. Some very good service has been done by both Life-boats.

Since 1869, when the *Old George Irlam*, of *Liverpool*, was first stationed on the north side of the river, she has saved 40 lives; the Life-boat which was on the station previously having saved 19 lives between 1856, when the station was first formed by the Institution, and 1868, giving 59 lives saved by the north-side boat; while on the south side, which station was established in 1872, 30 lives have been saved. The *Old George Irlam*, of *Liverpool*, was so named at the request of Miss IRLAM, who left the Institution a legacy of 1,000*l.* in order to establish a station in memory of her late father.

The Honorary Secretary on the north side is Mr. N. HALLIGAN, and on the south side W. H. BRABAZON, Esq.

XXXV.—RAMSGATE.

Bradford, 40 ft. long, 10 ft. 4 in. beam, 12 oars. No Life-boat is more distinguished in the annals of life-saving than the one stationed at Ramsgate. Placed in the position best adapted for operations on the sands—most fatal to wrecks—the Goodwins, aided at all times by two powerful steam-tugs, which are most ably and gallantly commanded, and being also in immediate communication by carefully arranged signals with the light-vessels on the sands, who ride out the gales in full view of any wrecks, no time is lost in getting ready for sea, by one of the best crews on the coast, and the storm must be severe indeed which prevents steamer and Life-boat at least from making the attempt at rescue. The *Bradford* was built by subscriptions raised in that town, and placed on her station, under the management of H.M. BOARD OF TRADE, early in 1866: she replaced on the station a worn-out and inefficient boat of the Northumberland type. A temporary Life-boat placed at Ramsgate while the *Bradford* was building saved 29 lives, and the *Bradford* has saved 335 lives: thus giving the station 364 lives saved, besides many valuable ships got afloat, or by the timely supply of fresh men, anchors, or hawsers, enabled to keep afloat, and ultimately get into port.

Very much of the brave and useful service performed by the life-boatmen could not have been undertaken without the aid of the steam-tug; but useful work has also been performed by the Life-boat alone.

The usual plan adopted for sending help to endangered vessels is, on the signal being shown, either by night or day, from either of the light-ships anchored round the Sands, for the steam-tug—which has always her fires lighted, and is ever ready for sea—to draw them forward, and prepare to leave the harbour. The Life-boat's crew are summoned by signals and messengers, and each man going to the appointed rendezvous clads himself in his life-belt, and hastens to the *Bradford*, which is kept afloat at her moorings. The crew completed, the steam-tug is not long in getting her in tow, and away go steamer and Life-boat, generally amid the hearty cheers of a crowd, who anxiously watch them out of harbour and until the thick storm or darkness hides them from view.

The tug manages, if possible, to pass within hail of the light-ship which has shown the signal, and so gets the direction of the wreck; then steers to a sufficiently windward position for the Life-boat to have the wreck well under the lee, and the Life-boat, probably under sail, stands in over the Sands through the broken seas, and anchoring veers alongside of the sinking vessel, whose crew have commonly to be dragged through the sea from the wreck to the Life-boat with lines attached to them.

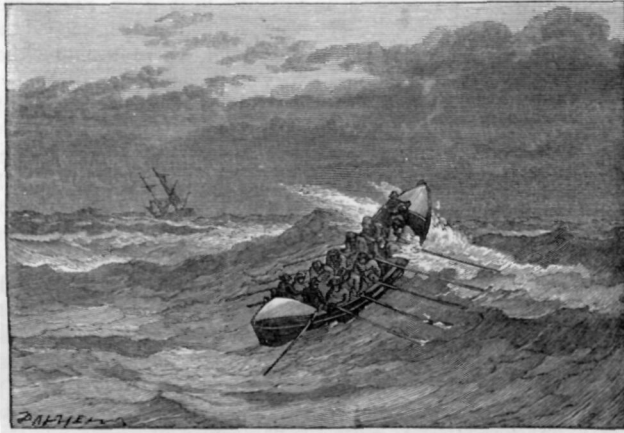
The crew being safely embarked, the Life-boat proceeds to drive to leeward over the Sands, and getting out into deep water finds the steamer ready to take her in tow again.

But, as we have said, gallant and useful service has been performed even without the steam-tug.

We may here add that the services of the Ramsgate Life-boat are graphically described by the Rev. JOHN GILMORE, M.A., formerly Rector of Holy Trinity, Ramsgate, in his book, published by Messrs. MACMILLAN & Co., entitled "Storm Warriors, or Life-boat Work on the Goodwin Sands."

We cannot close our remarks on this Life-boat Station without again expressing our indebtedness to Captain RICHARD BRAINE, the active Harbour-master of Ramsgate, who has contributed in no small degree, by his active superintendence, to the efficiency of the station; and by his careful preparation for emergencies has done much to increase the number on the roll of the "saved."

SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT
INSTITUTION FROM THE 1ST APRIL TO THE 30TH SEPT. 1877.



EYEMOUTH, N.B.—After a heavy gale, which had been blowing for some days, temporary fine weather induced several fishing-boats to go to sea on the 5th April. Soon afterwards heavy ground seas set in, and fishing-boats from Eyemouth and several adjacent villages bore up for that port for shelter. But on arriving off it a ridge of sea was seen to form a dangerous barrier to their entrance into the river, and the fishing-smacks, in most cases ignorant of the pilotage, “hove to,” and hoisted signals of distress. The Life-boat *James and Rachel Grindlay* was manned, and pushed out against a heavy sea; and the nearest smack being boarded she was supplied with a Life-boatman as a pilot, and the Life-boat closely following in case of accident, she was got safely into the river. The Life-boat was then again faced outwards against the storm, and eventually twenty-one fishing vessels, carrying crews amounting to 120 men, were safely piloted into port by men supplied by the Life-boat. The Hon. Secretary’s Report states that “but for the presence and help of the Life-boat it was next to an impossibility that they could all have reached the shore in safety through such a rough piece of sea. The Life-boat’s services on this occasion were of the most noble character.”

SUNDERLAND.—On the 14th April, at about 5.30 p.m., during stormy weather and a heavy sea, with the wind on shore, 9 lives were saved by the Life-boat *John*

Foulston, from the barque *Victoria*, of Sunderland, which vessel, while on a voyage to Stockholm, parted the tow-rope from the tug-boat which was taking her out of port, and drove ashore on the rocks on the north side of the south entrance. The Life-boat was manned and launched with great promptness, its crew thus saving the lives of all on board; for soon after the rescue was effected the vessel broke up and disappeared.

MONTROSE, N.B.—On the 11th April, at 2 p.m., when blowing hard from the N.E., the schooner *Charm*, of Montrose, bound from that port to Hartlepool, got ashore at the entrance of the river, and subsequently became a total wreck. The Life-boat *Mincing Lane* at once proceeded to her assistance, and removed the crew of 3 men. The master, after the Life-boat had stood by the wreck for half an hour, resolved to stay by her, and subsequently escaped at great personal risk by swimming and climbing over the rocks.

On the 15th of April, at 10 a.m., during a heavy gale at S., the schooner *George Brown*, of Montrose, bound from Newcastle to that port, was wrecked on the Annat Bank. The No. 1 Life-boat, *Mincing Lane*, pushed out of the river through a heavy sea as speedily as possible, and got near to the wreck at 10.35. The heaving grapnels from the Life-boat caught the jib-guy at the first attempt, but the guy giving way the boat was forced astern. On the second attempt she was dashed

against the jib-boom and broke it, but the mate secured the end of the grapnel and escaped by it to the Life-boat. By the rolling of the vessel, as each sea struck her, the masts and sails repeatedly fell over on the boat, striking her and injuring some of the crew; those on board the wreck were shouted to to escape to the Life-boat at all risks, but, either because they feared or could not, none appeared to make the attempt. A tremendous sea parted the grapnel, and the Life-boat was swept astern, and had to pull across the Annat Bank again and into the river with the one rescued man. Instantly transferring him to the Establishment's small service boat, which was lying, according to orders, inside the bar, the *Mincing Lane* again faced the sea, and once more secured a grapnel line to the wreck, now on her beam-ends, with her lower masts dipping in the water; and the crew were urged to jump into the water or scramble into the Life-boat as she was sheered alongside, but no such effort appears to have been made, and while the Life-boat still tarried a very heavy sea broke the grapnel rope, swept the Life-boat away, and rolled the wreck clean over, till she lay bottom up on the shoal. The master only was observed by the *Mincing Lane*, and he was picked up by it in an exhausted condition. Meanwhile the *Roman Governor of Caer Hŷn* Life-boat No. 2 had been launched, and had proceeded down the river, and on observing the catastrophe, she also dashed out to sea, and was rowed three times through the broken water of the shoal, but no vestige of the crew was found. The master and mate were thus saved, and the crew of 3 men perished.

In the afternoon of the same day, the gale continuing with great violence, the schooner *Wave*, of Boston, bound from that port to Leith, was seen running for the river, and the No. 1 Life-boat again put to sea and was able, by signalling, to prevent the vessel from continuing on a wrong course in crossing the Annat Bank, and so piloted her safely into the river.

CARDIGAN.—At daylight on the 16th April, intelligence was received at this station that 4 men had been blown out to sea in an open boat just before dark on the previous day, and it was hoped they had been able to get to Cardigan Island,

outside the river. It was then blowing, as it had been all night and the previous day, a gale from the E. The coxswain of the Life-boat *John Stuart* summoned his crew, immediately launched, and stood for the island, where he found the 4 men in a very exhausted condition. After great difficulty, he safely embarked them all and landed them at the station. These men had gained the island, but had narrowly escaped losing their lives in landing, and as their boat had gone to pieces at the time, they would doubtless have perished before the gale abated.

At 4 P.M. the same day, the gale still continuing, the smack *Elizabeth*, of Cardigan, riding at anchor 3 miles out in the bay, showed signals of distress. The Life-boat was again launched, and proceeded to the vessel, which was found to be labouring heavily. The master anticipating that the vessel would founder in the night, the Life-boat, at his request, took on board himself and the one man who formed the crew, and abandoned the vessel.

Scarcely had the Life-boat regained its station, when intelligence arrived of a vessel being at anchor in a distressed condition off Ceibwr Creek. Once more the *John Stuart* was launched, and at 11 P.M. boarded the vessel indicated, which proved to be the schooner *Mary Helen*, of Fowey, bound with a cargo of pig iron, from Glasgow to Bristol, which having sprung a leak, had been brought to an anchor and deserted by her crew. The Life-boatmen at 10.30 A.M. on the 17th brought her safely inside Cardigan bar.

NEWCASTLE, DUNDRUM BAY.—On the 17th April, at 9 A.M., the brigantine *Ocean Packet No. 3*, of Harlingen, was obliged by a strong wind and heavy sea following on an easterly storm, to run from her anchorage off St. John's Point and drive into the bay. On perceiving this the Life-boat *Reigate* was launched, and proceeded to her assistance. The schooner had struck the ground $2\frac{1}{2}$ miles from Newcastle, before the Life-boat reached her. She was leaking badly, and had been beached to give the crew a chance for their lives. The Life-boat took from her and landed safely the crew of 7 men.

ST. IVES, CORNWALL.—At 8 A.M. on the 17th April, blowing hard from E.N.E., in consequence of signals of distress from the

French dandy *Henri et Hélène*, of Nantes, the Life-boat *Covent Garden* went out of the river and placed a pilot and 2 men on board that vessel, by whose aid she was got under weigh, and piloted over the bar to a safe anchorage.

HORNSEA.—At noon on the 18th April, when it was blowing hard from the eastward, the brig *Fortuna*, of Oster-Risoer, was driven ashore to the north of the town, and the Life-boat *Ellen and Margaret of Settle* was launched, and proceeding through a considerable sea, reached the stranded vessel and removed from her the crew, consisting of 6 persons. The *Fortuna* became a total wreck.

GORLESTON.—On the afternoon of the 15th April, the smack *White Rose*, of Yarmouth, whilst endeavouring to enter Yarmouth Harbour, in consequence of a heavy ground swell, and a considerable sea on the bar, ran aground on it. A yawl which went to render assistance found the sea too heavy, and the Life-boat *Leicester* was then launched; and after two hours' hard work on the part of the Life-boat crew, the *White Rose* was got afloat again and safely into harbour.

DUNDALK.—At 3 P.M. on the 16th April, during a strong gale at S.E., the *Jane*, of Whitehaven, and the *Andromeda*, of London, both schooners laden with coal, drove ashore on the Dundalk bar. The Life-boat *Stockport Sunday School* was launched and proceeded to render assistance, and succeeded in rescuing from the two vessels 11 persons, including the wife and daughter of the master of the *Andromeda*. The vessels both became total wrecks and went to pieces. The master of the *Andromeda*, in hopes his vessel would hold together, refused to leave in the Life-boat, and was saved with difficulty by the Coastguard, before the wreck went to pieces, as the Life-boat was about to return for him.

SKERRIES.—About 3 P.M. on the 16th April, the schooner *Isabella*, of Portmadoc, bound from London to Dundalk, was observed to part from her anchors and drive towards the rocks. A strong gale from the E.S.E. was blowing, and a heavy sea was breaking on the shore. In anticipation of this disaster, the crew of the Life-boat *Laura Platt* had been in readiness for some

hours, and they now used every effort to get the Life-boat afloat as speedily as possible, aided by numerous helpers. It was a tedious and difficult operation, owing to the low tide. The boat was fairly afloat, however, by 3.15, and closed the vessel near enough to haul the crew on board, one at a time as opportunity served, by lowering themselves from the weather quarter, the *Isabella* all the time driving fast towards the rocks. By 4.30 the last of the 5 men who formed the crew was thus rescued by being hauled on board the Life-boat, and in a short time after they were landed their ship was dashed to pieces.

BULL BAY.—At 10 P.M. on the 9th May, a stiff breeze blowing from the E., the Guion Company's steamer *Dakota*, bound from Liverpool to New York, was reported to be ashore close in under the cliffs, inside the East Mouse. This vessel carried a crew and passengers numbering about 530, and the Life-boat *Eleanor*, in common with other boats, proceeded to render assistance. About 20 persons were landed by the Life-boat, when the Rocket Apparatus came into use, which, from the nearness of the wreck to the cliffs, was found to be safer and more expeditious. Some smaller shore-boats of lighter draught were also found useful, the Life-boat laying by in case of accidents. All on board were safely landed.

GROOMSPORT.—On the 19th May, at 10 A.M., the wind blowing hard from the N.E., the smack *Newland*, of Kilkeel, riding to her sole remaining anchor on a lee shore, in Ballyholme Bay, hoisted a signal of distress, and the Life-boat *Florence* having been conveyed by land to the Bay from her station at Groomsport was launched, and her crew found means to secure the distressed vessel by passing hawsers to the shore. Subsequently, after many hours of hard service, the Life-boatmen got the *Newland* out of danger and safely into Bangor Harbour. Difficulty was found in launching the Life-boat, from the heavy sea, on a peculiarly rough beach, the sea washing both horses and men off their legs.

SHERINGHAM.—On the 21st May the Life-boat *Duncan* was launched to assist several fishing-smacks which, having been

caught out at sea by sudden bad weather from the N.E., were in danger of being swamped while beaching.

SOUTHPORT.—The Life-boat *Eliza Fernley* launched at 5 A.M. on the 28th May, during a gale, and proceeded to the assistance of the brigantine *Pembrokeshire Lass*, of Milford, which vessel had gone ashore during the night, on the Teds Bank. Those on board, 5 in number, were embarked by the Life-boat, and safely landed by 8 A.M. The brigantine became a total wreck.

GREAT YARMOUTH.—The Life-boat *Mark Lane* was launched at 4 A.M. on the 19th April, in consequence of a vessel being observed ashore on the Scroby Sands. It was blowing hard from the E.N.E., with a considerable sea breaking on the shoals. The Life-boat reached the stranded vessel about 5 A.M., when she was found to be the barque *Suez*, of Sarpsborg, bound from that port to Rochefort. Her foremast and mainmast had been cut away, and one of the crew washed off and drowned; the sea was breaking aboard heavily. With some difficulty the Life-boat got near enough to rescue the remainder of the crew, 9 in number, who were safely landed.

CASTLETOWN, ISLE OF MAN.—On the 28th May, about 1 A.M., the Castletown Life-boat *Commercial Traveller*, No. 2, was launched and proceeded to the Austrian barque *Junak*, of Spalato, which vessel had driven ashore in Castletown Bay, whilst it was blowing a gale from the S.W. The boat was off the carriage for painting, but she was got afloat with great promptness, and the coxswain being absent from severe illness, the Hon. Sec., Mr. QUAYLE, also proceeded in the boat, which was successful in rescuing all on board, consisting of 14 persons.

At 9 A.M. this Life-boat again put to sea to render assistance to a vessel in distress off Port St. Mary, which vessel, however, having been got out of danger, the Life-boat was recalled by signal.

At about 11 P.M. on the 13th September, lights being observed through the darkness, carried by some ship evidently drifting on the rocks, the Life-boat was launched, and on reaching the distressed vessel found that she was already ashore. As there was no immediate likelihood of her breaking up, the master and mate deter-

mined to remain by the ship, but the crew, 4 in number, were landed by the Life-boat. A gale of wind was blowing at the time. The vessel was the brigantine *Blanche et Louis*, of Nantes, bound from Bilbao to Ardrossan.

Immediately after the Life-boat had returned to her station, another signal of distress was observed, and she proceeded out into the bay again, and succeeded in boarding the schooner *Maggie Kelso*, of Ardrossan, bound from Glandore to Inverness, which vessel was also ashore, and in safely removing from her all on board, 3 in number.

BROUGHTY FERRY, DUNDEE.—At 4 A.M. on the 1st June, the Life-boat *English Mechanic*, of this station, proceeded out of the river to the assistance of the schooner *Aurora*, of Christiania, which vessel was ashore on the Coal Hill Bank, while it was blowing hard from the S.E.

Before the arrival of the Life-boat, the crew, 6 in number, had abandoned the wreck in their own boat; they were transferred from it to the Life-boat, and conveyed into the river in safety.

WORTHING.—On the 1st June, in consequence of a sudden gale from S.W., a very heavy sea was set up on the coast about Worthing, and a number of fishing-boats at anchor were placed in great peril—some drove from their anchors; the Life-boat *Jane* was launched, and after much trouble in getting through the surf into deep water, she was enabled to board the *Harkaway*, of Shoreham, to which vessel she took fresh hands, by which means the lugger was got into Shoreham Harbour.

She also stayed by another lugger in distress for some hours, until that vessel was beached so as to save the lives of the crew. She ran ashore herself after being four hours afloat, there being no further need of her services.

LLANDDWYN, ANGLESEY.—On the 25th June the Life-boat *John Gray Bell* was launched to the assistance of the schooner *Hannah and Joseph*, of Liverpool, ashore on Carnarvon bar, which vessel, after some hours' hard work on the part of the Life-boat's crew, was got afloat and carried into port. A fresh breeze was blowing from

W.S.W. at the time. The vessel had a crew of 3 men.

HOWTH, DUBLIN BAY.—The Life-boat *Clara Baker* was launched on the evening of the 6th August, and proceeded to the assistance of the brigantine *Elizabeth Brooks*, of Larne, which was ashore, with a strong breeze blowing from S.E., on the Baldoyle Bank. The Life-boat remained by the stranded vessel for some hours, until the falling tide rendered the lives of the crew safe, when she returned to her station.

SIDMOUTH.—At about 1 P.M. on the 7th August, the schooner *Wave*, of Guernsey, being at anchor in a dangerous position off this station, it blowing a gale from S., hoisted a signal of distress, and the Life-boat *Rimington* was launched, and proceeding off against a heavy sea, succeeded in rescuing from the distressed vessel the whole of the crew, 6 in number.

HUNSTANTON, NORFOLK.—At 4 P.M. on the 8th August, a pleasure-boat was observed off this port, with masts gone and distress signals flying. The Life-boat was got to sea as soon as possible, and the 2 women and 4 men on board the boat were rescued about 5 P.M., in a very exhausted condition. It was blowing hard from the S.

NORTH BERWICK, N.B.—The Life-boat *Freemason* was launched about 8 P.M. on the 14th August, to the assistance of the barque *Azow*, of Christiansand, which vessel had stranded 2 miles north of Berwick, and lost her rudder. There was a thick fog. The Life-boat found the wreck deserted by the crew, who had put to sea in their own boat, but made in a wrong direction, in ignorance of their real whereabouts, and the Life-boat was soon standing after her under sail; fortunately she fell in with the boat, and conveyed it and those on board, 8 in number, safely into port.

PETERHEAD, N.B.—On the morning of the 1st August several of the fishing-boats of this port were placed in danger by a strong breeze from the N.E., and the Life-boat *People's Journal*, No. 1, put to sea to render assistance. She was fortunate enough to pick up and save a man who had been washed away from one vessel

which was swamped on trying to enter the harbour.

FRASERBURGH, N.B.—In consequence of many fishing-boats having been caught at sea in bad weather on the 20th and 21st August, when blowing a strong gale from the N., the Life-boat *Charlotte* was kept constantly afloat, and manned, giving confidence to boats making the harbour, and assisting to save one boat, which had got into a dangerous position, by running out a hawser to her.

On the 28th of the same month, the schooner *Fuchsia*, of Goole, from Castlehill to South Shields, being in danger on a lee shore, with an E.N.E. gale blowing, the Life-boat proceeded off to her against a heavy sea, and succeeded in rescuing those on board, consisting of 8 persons, 4 of whom were children.

CARNSORE, CO. WEXFORD.—On the 25th August the yacht *Linda*, of Bray, having been caught in a gale of wind from the E.N.E. on a lee shore, with only two men on board, who had no provisions, those men remained in great peril for some time. The Life-boat *Iris* was launched, and after a very hard pull against a heavy sea, the yacht was boarded and the 2 men rescued.

CLOVELLY.—On the 3rd Sept., at 10 A.M., during a strong breeze at N., the smack *Ebenezer*, of Bideford, being at anchor in a dangerous position off a lee shore, hoisted a signal of distress, whereupon the Life-boat *Alexander* and *Matilda Boetefeur* was promptly launched, and succeeded in rescuing all on board, 3 in number.

BROADSTAIRS.—At 6 A.M. on the 18th Sept., when it was blowing hard from the N.E., in reply to signals of distress exhibited from the North Sand Head lightship, the Life-boat *Samuel Morrison Collins* was launched, and standing off under sail, boarded the sloop *Pallas*, of Jersey, ashore on the sands. Assisted by the crew of a lugger, the Life-boat got this vessel afloat and carried to a safe anchorage in the Downs. Soon after the return of the Life-boat to her station, the yacht *Nelly*, of London, was observed to be disabled and in distress, when she again put to sea, and succeeded in bringing the yacht safely into Ramsgate harbour.

THE WRECK REGISTER AND CHART FOR 1875-6.

A perusal of the Annual Wreck Register recently issued for the year commencing on the 1st July, 1875, and ending on the 30th June, 1876, is by no means encouraging. The wrecks and casualties which it so minutely and accurately chronicles have been more numerous than in any previous year since a record of these disasters has been systematically kept by the Marine Department of the BOARD OF TRADE, and afterwards presented annually to Parliament.

It is only right, however, to point out here that this large increase is to some extent accounted for by the greater care now shown in furnishing and compiling these returns. For instance, the present Register comprises about 850 minor casualties which formerly would not be considered of sufficient importance to be included in the Returns.

We observe that the number of wrecks, casualties, and collisions from all causes on and near the coasts of the United Kingdom and in the surrounding seas, reported during the year 1875-6, is 3,757, being 167 in excess of the number reported in the previous year. Of this large number 502 cases involved total loss, against 472 and 408 respectively for the two previous years; and if we deduct 502 from 3,757, the remainder is made up of 1,076 serious casualties, and 2,179 minor accidents.

From 1856 to 1860, the average number of wrecks each year was 1,252; from 1861 to 1865, it was 1,538; from 1866 to 1870, it was 1,862; and from 1871 to 1875-6 — after subtracting, for the purpose of proper comparison, the minor casualties in the years 1874-6, such cases not being included in previous Registers — we regret to find that the average for each of the last five years reached 2,226.

It is no part of our duty to analyse closely the character of these terrible disasters, the millions of pounds sterling which they involve, and the countless

thousands of precious lives which have been sacrificed in the 35,949 shipwrecks and casualties that have happened on our coasts in twenty years. But it is a part of our vocation to call again public attention to these startling facts, which imperatively demand the renewed consideration of our statesmen and philanthropists.

Again, we observe that between 1861 and 1875-6, the number of vessels, British and foreign, which met with casualties, attended with loss of life, on the coasts and in the seas of the United Kingdom, was 2,592, involving the drowning of 12,322 persons, and that in the year 1875-6, loss of life occurred in one out of every twenty-two of the casualties on our coasts.

Of course destructive gales of wind influence immensely these losses. Thus in 1859 there was what is known as the *Royal Charter* gale, causing the loss of 343 ships.

The gales of January, February, and November, 1861, added 460 to the number of wrecks.

Those of January, October, and December, 1862, caused upwards of 540 wrecks.

Those of January, March, September, October, November, and December, 1863, resulted in 930 wrecks.

In the gales of November, 1864, there were 264 wrecks, &c., with the wind chiefly in the S.S.E. and S.W.; but owing to the absence of any special gales of remarkable duration and violence in that year, the total number was 274 below the number in 1863.

The gales of January, February, and March, October, November, and December, 1865, gave 766 wrecks; and in 1866, the gales of January, February, March, October, November, and December, gave 793.

In 1867, the heavy gales experienced in the months of January, March, April, October, November, and December added 980 wrecks and casualties to the list.

And in the year 1868, one of the most serious gales occurred on the 22nd and 23rd of August; a month in which our coasts are seldom visited by heavy gales; the number of wrecks and casualties reported during that month being more than double the number recorded during the same month in any previous year.

Again, in the year 1869, a gale from N.N.E. and N.E., which caused great destruction to shipping, occurred on the 15th and 16th of June; but the most serious gale of that year occurred on the 19th of October, when the direction of the wind was from N. to N.E.

Few gales of remarkable force and duration occurred during the year 1870; but the gales that took place between 1871 and 1875-6 were very numerous and destructive.

On looking closely into the number of ships lost or damaged in the 3,757 wrecks, casualties, and collisions, reported as having occurred on and near the coasts of the United Kingdom, during the year 1875-6, we observe that the total comprised 4,554 vessels, representing a tonnage of upwards of 1,028,000 tons. Thus the number of ships in 1875-6 is more than the total in 1874-5 by 295. The number of ships reported is in excess of the casualties reported, because in cases of collision two or more ships are involved in one casualty.

The sites of these several disasters are distinctly shown on the accompanying Wreck Chart, which also indicates the stations of the 267 Life-boats of the NATIONAL LIFE-BOAT INSTITUTION.

Of the 4,554 ships, 3,602 are known to have been ships belonging to Great Britain and its dependencies, with British certificates of registry, 152* (with a tonnage of 17,388 tons) were British vessels not registered under the Merchant Shipping Act, and 720 are known to have been ships belonging to foreign countries and States. Of the remaining 80 ships the country

* Five of H.M. ships, with a tonnage of 11,401 tons, that met with casualties, are included in this number.

and employment are unknown. Of the British ships, 2,678 were employed in the British coasting trade, and 1,076 in the (over sea) Foreign and Home trade. Of the ships belonging to foreign countries and States, 25 employed in the British coasting trade met with casualties.

Of the total number of wrecks (3,757) reported as having occurred on and near the coasts of the United Kingdom during the year, 775 were collisions; and 2,982 were wrecks and casualties other than collisions. Of these latter casualties 425 were wrecks, &c., resulting in total loss; 851 were casualties resulting in serious damage; and 1,706 were minor accidents. The whole number of wrecks and casualties other than collisions on and near our coasts reported during the year 1874-5 was 2,931, or 51 less than the number reported during the year 1875-6.

We observe that of the 425 total losses from causes other than collisions, on and near the coasts of the United Kingdom, during the year 1875-6,—176 happened when the wind was, as appeared from the wreck reports, at the force of a gale, and are classed in the returns as having been caused by stress of weather; 111 from inattention, carelessness, or neglect; 29 arose from defects in the ship or in her equipments (and of these 29, 19 appear to have foundered from unseaworthiness); 64 appear to have arisen from various other causes; and of the remainder (34 of which were missing vessels) the cause of loss is unknown.

Of the 851 casualties resulting in serious damage, but not total loss, from causes other than collisions, on and near the coasts of the United Kingdom—357 happened when the wind was, as reported, at the force of a gale, and are included as having been caused by stress of weather; 202 arose from carelessness; 94 from defects in the ship or her equipments; and the remainder appear to have arisen from various and unknown causes.

Of the 1,706 casualties resulting in minor damage, from causes other than collisions, on and near the coasts of the



SHEETLAND ISLANDS

ORKNEY ISLANDS

WESTERN HEBRIDES OR IONA

IRISH SEA

SUMMARY
In 1856 the Number of Vessels lost or damaged on the coasts, and in the seas of the United Kingdom was 4,654, and the loss of Life as far as can be ascertained 778.

| | Life Boats | Mortar and Rocket Stations | |
|-----------|------------|----------------------------|-------------|
| There are | 210 | 190 | in England. |
| " | 34 | 39 | " Scotland. |
| " | 32 | 49 | " Ireland. |

WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR

1875-6.

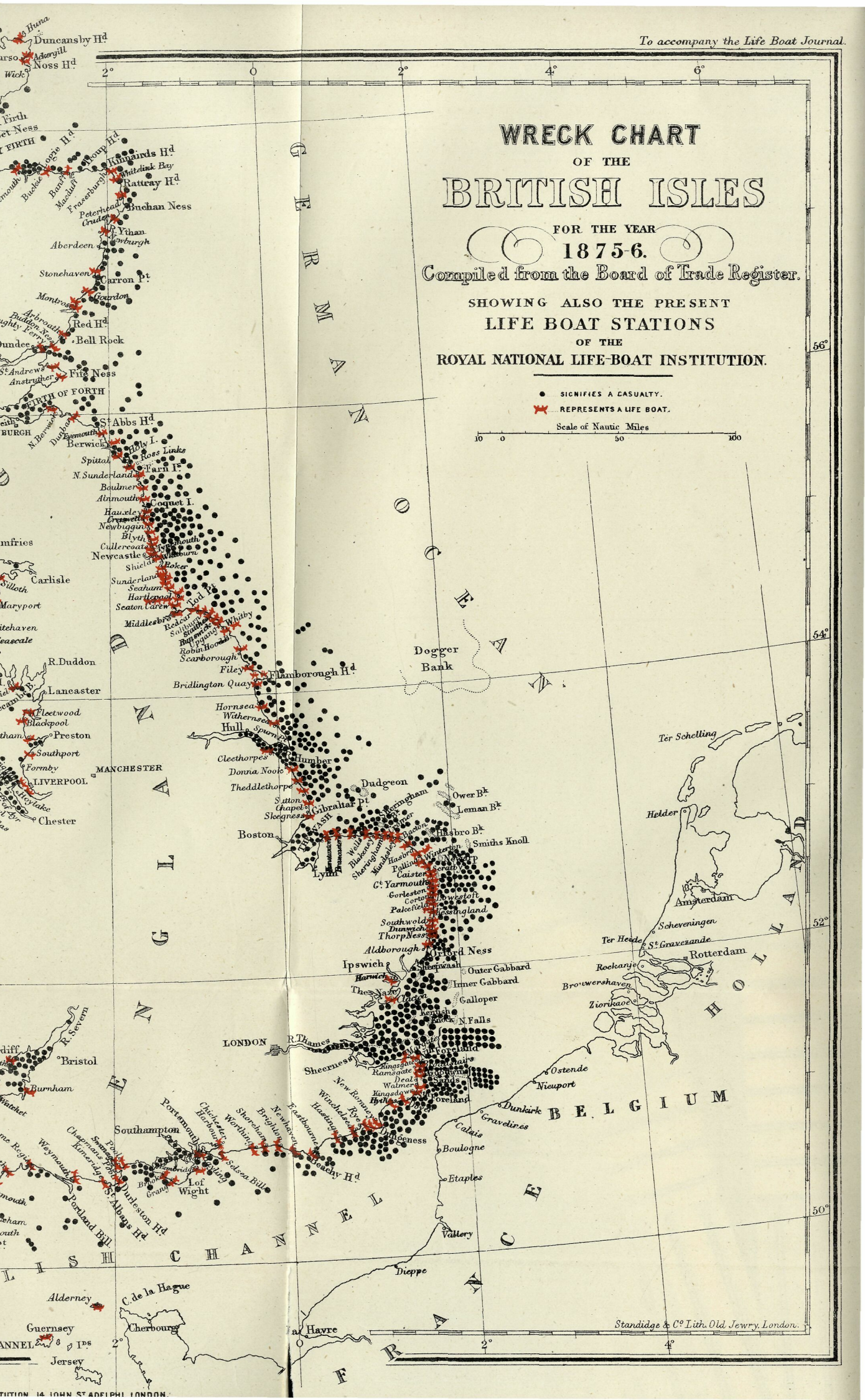
Compiled from the Board of Trade Register.

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

- SIGNIFIES A CASUALTY.
- ✠ REPRESENTS A LIFE BOAT.

Scale of Nautic Miles

10 0 50 100



United Kingdom, 1,099 happened when the wind was, as reported, at the force of a gale, and are included as having been caused by stress of weather; 221 were from carelessness; 86 from defects in the ship or her equipments; and the remainder appear to have arisen from various and unknown causes.

The total number of ships which, according to the facts reported, appear to have foundered, or to have been otherwise totally lost on and near the coasts of the United Kingdom from defects in the ships or their equipments during the year 1875-6, is 29; and the number of casualties arising from the same causes, during the same year, and resulting in serious damage, is 94, and in minor damage 86.

We notice that during the past year 345 smacks and other fishing vessels were wrecked or disabled on our coasts; and that, excluding these, 4,209 vessels employed in the carrying trade of the country suffered from wreck, casualty, or collision, on and near our coasts during the same period.

We must say a word here on the ages of the ships lost, as it is marvellous to observe the tenacity of life, as it were, in some ships. Thus during the year 1875-6, 347 wrecks and casualties happened to nearly new ships, and 639 to ships from 3 to 7 years of age. Then there are wrecks and casualties to 1,032 ships from 7 to 14 years old, and to 1,414 from 15 to 30 years old. Then follow 611 old ships from 30 to 50 years old. Having passed the service of half a century we come to the very old ships, viz., 80 between 50 and 60 years old, 41 from 60 to 70, 12 from 70 to 80, 12 from 80 to 90, 2 from 90 to 100, and 2 upwards of 100; while the ages of 362 of the wrecks are unknown.

Amongst the losses on our coasts in 1875-6, 525 were steamships, 139 were rigged as ships, 497 barques, 533 brigs, 505 brigantines, 1,317 schooners, and 199 smacks; the remainder were small vessels rigged in various ways. Of the 4,554 vessels meeting with disaster in the

year, 2,024 did not exceed 100 tons burden, 1,561 were from 100 to 300 tons, 623 were from 300 to 600 tons, and 346 only were above 600 tons burden. Of the 502 vessels totally lost, 37 are known to have been built of iron; and of this number 31 were steamships and 6 sailing vessels.

The localities of the wrecks are thus given: East Coast, 2,119; South Coast, 427; West Coast, 822; N. and W. Coast of Scotland, 83; Irish Coast, 275; Isle of Man, 12; Lundy Island, 12; and Scilly Isles, 7; total, 3,757.

It will thus be seen that, as usual, the greatest number of wrecks occurred on the East Coast; although we find that the West Coast maintains its pre-eminence for its destruction of human life.

The winds that have been most fatal to shipping on and near the coasts of the United Kingdom during the past ten years, were westerly winds, which were far more destructive than the easterly winds—the most destructive being from the S.W. It should, however, be remembered that strong westerly winds are far more common than easterly winds.

Again, on distinguishing the casualties of the past year on and near the coasts of the United Kingdom, according to the force of the wind at the time at which they happened, we find that 1,929 happened when the wind was at force 6 or under—that is to say, when the force of the wind did not exceed a strong breeze, in which the ship could carry single reefs and top gallant sails; that 745 happened with the wind at forces 7 and 8, or a moderate to fresh gale, when a ship, if properly found, manned, and navigated, can keep the sea with safety; and that 977 happened with the wind at force 9 and upwards, that is to say, from a strong gale to a hurricane. In other words, and we grieve to have to record the discreditable fact, 1,929 casualties happened when the wind was such that a ship could actually carry her top gallant sails; while 745 took place when a ship ought to be well able to hold her course; and 977

with the wind at and above a strong gale, when a disaster in unskilful hands might be expected.

As regards casualties in our rivers to sea-going vessels, the total number last year was 1,011, of which 39 were total losses, 286 were serious casualties, and 686 minor casualties.

Of these casualties, collisions numbered 610, foundering 18, strandings 189, and miscellaneous, 194.

These 1,011 casualties caused the loss of or damage to 1,704 vessels, of which 987 were British sailing vessels, 553 British steam vessels, 129 foreign sailing vessels, and 35 foreign steam vessels. The lives lost in these river casualties were 28.

With reference to the collisions on and near our coasts during the year 1875-6, 41 of the 775 collisions were between two steamships, both under way, and 79 of the 610 in harbours and rivers were also between two or more steamships under way. It is impossible to magnify the significance of these facts—for of all the disasters at sea there is nothing more awful and destructive than an instantaneous collision between two great ships; and these startling disclosures in the Wreck Register, in regard to collisions, call for renewed attention on the part of every friend of the cause of humanity. We need only refer to the fearful collision between the *Avalanche* and *Forest*, which occurred about 15 miles S.W. of Portland during a gale of wind on the night of the 11th September, on which occasion 102 human beings met almost instantaneously with a watery grave.

We are thus naturally led to make a few remarks on the lamentable loss of life from the shipwrecks on our coasts during the past year. The total number was 778, notwithstanding the determined and ceaseless efforts of the craft of the NATIONAL LIFE-BOAT INSTITUTION. However, this number is happily 148 less than those lost in the previous year. These 778 lives were lost in 171 ships; 121 of them were laden vessels, and 49 were vessels in ballast; 134 of these ships were

entirely lost, and 37 sustained partial damage. Of the 778 lives lost, 73 were lost in vessels that foundered; 166 through vessels in collision; 325 in vessels stranded or cast ashore; and 158 in missing vessels. The remaining number of lives lost (56) were lost from various causes, such as through being washed overboard in heavy seas, explosions, missing vessels, &c.

Of the 171 ships, from which the 778 lives were lost, 143 were British, involving the loss of 580 lives; and 28 were foreign, involving the loss of 198 lives.

We now turn to a more interesting and encouraging subject—that of saving life from the wrecks before mentioned. It is satisfactory to find that 4,358 lives were thus saved during the year 1875-6 by the Life-boats of the NATIONAL LIFE-BOAT INSTITUTION, the Rocket Apparatus of the BOARD OF TRADE, ships' boats, Coast-guard and fishing boats, harbour life-boats, and various other means.

Of course the palm of success in this great salvage of life must always be yielded to the perilous deeds of the Life-boats. During every storm on our coasts, their services are, as is well known, most prompt and successful: their gallant crews never failing—in the face of the heaviest gales and the darkest nights—to go afloat in them; and perform, or try to perform, the noble duty they have undertaken—to succour, in the hour of his deepest distress and helplessness, the shipwrecked sailor.

The NATIONAL LIFE-BOAT INSTITUTION has at the present time a noble fleet of 267 Life-boats under its management.

In addition to the hearty and earnest co-operation of the Local Committees and the boatmen on the coast, these boats are constantly visited by the Institution's three Inspectors of Life-boats, who thus materially aid in securing as much as possible complete system and efficiency at each Life-boat Station.

It is, however, only just to the BOARD OF TRADE to state that they in every respect seek to accomplish equal efficiency at each of the stations of the Rocket and

Mortar Apparatus, which are so admirably and skilfully worked by the officers and men of the Coastguard Service, and the brigades of volunteers who help them.

It should also be stated that Mr. ROBERT H. SCOTT, in conjunction with his Committee, continues to manage in the most admirable manner the 136 Meteorological Stations on the coast where the Storm Signals are displayed.

Thus we see that the great work of Saving Life from Shipwreck on the coasts of the United Kingdom is carried on with an ardour and a liberality which know no check or stint.

It is impossible to visit any of the Stations of the NATIONAL LIFE-BOAT INSTITUTION without hearing lively expressions of confidence in its Life-boats, and of appreciation of its prompt liberality, in regard to its rewards to its crews and the annual expenditure on the Life-boat Establishment. We may here mention that the payments voted last year by the LIFE-BOAT INSTITUTION to its volunteer crews amounted to 8,000*l.*, for going afloat in the Life-boats on occasions of saving life and of quarterly exercise of the boats.

It is satisfactory to find that the work of the Institution is thoroughly appreciated and understood, not only throughout the British Isles, but also throughout Europe and wherever the English language is spoken.

It may be mentioned that each one of its 267 Life-boats has been presented to it—some in memory of departed friends, some as thank-offerings, and some as tokens of appreciation of the success which attends its operations on the coast.

We feel assured that the Committee of Management and Officers, who are ceaselessly engaged in promoting and strengthening the great and national interests of the LIFE-BOAT INSTITUTION, which is entirely dependent for its resources on the voluntary contributions of the public, will continue to receive its confidence; and that an Institution so thoroughly British in its support and organisation will never appeal in vain for public support; thus enabling it to persevere in its well-known career of usefulness, on a scale in every respect commensurate with the importance of the sacred mission it has undertaken on our coast—that of Saving Shipwrecked Sailors of all Nations.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

SUTTON, LINCOLNSHIRE.—At the request of the crew, the boat on this station has been replaced by a new self-righting Life-boat, 30 feet long, 8 feet wide, and rowing 8 oars double-banked. A new transporting-carriage was sent with the boat. The cost of the new boat and equipment was defrayed by a private subscription zealously extending over several years, and collected by N. R., at whose wish it is named the *Caroline*. It was taken afloat on reaching its station, and gave every satisfaction to the crew.

A BERYSTWITH.—The NATIONAL LIFE-BOAT INSTITUTION forwarded a Life-boat to this station in May 1876, to take the place of the boat there, which was becoming unfit for further service. The boat, for which a transporting-carriage was provided, is 33 feet long, 8 feet 2

inches wide, and rows 10 oars double-banked. It had become necessary to erect a new Life-boat house, and, accordingly, a substantial and attractive building has been constructed, from the designs of the Honorary Architect of the Institution, on a convenient site liberally granted by the Town Council. The expense of this Life-boat and equipment was partially defrayed from a legacy bequeathed to the Institution by the late Lady HABERFIELD, of Clifton, and the boat is named after her Ladyship. Since it was placed on its station it has on two occasions been instrumental, during stormy weather, in saving shipwrecked crews.

EYEMOUTH, N.B.—A Life-boat Station has been formed at this place by the NATIONAL LIFE-BOAT INSTITUTION, principally for the protection of the fishermen, who



are frequently overtaken by sudden storms before they are able to reach the shelter of the River Eye. The men were very anxious to have the boat, and voluntarily made a liberal subscription on behalf of the Life-boat Fund. The first expense of this station was, however, met by a legacy to the Institution by the late THOMAS GRINDLAY, Esq., of Edinburgh; and the Life-boat, which is a 30-foot 8-oared one, is named the *James and Rachel Grindlay*. A substantial and commodious house for the boat and carriage has been erected on the only available site, which is situated on the east side of the Pier, on ground belonging to the Local Harbour Board; a launching slipway had also to be constructed there for the use of the boat. The public presentation and launch of the Life-boat at its station took place on the 10th October, 1876, under the superintendence of the Assistant-Inspector of Life-boats. The boat, mounted on its transporting-carriage, was drawn in procession from Burnmouth Railway Station by six horses, accompanied by the fishermen of Eyemouth, the 1st Berwickshire Artillery Volunteers, members of the 'Life-boat' Lodge of Good Templars, Odd Fellows, Freemasons, &c. After passing through the principal thoroughfares the procession made its way to the beach, where large crowds of people had assembled. Mrs. GRINDLAY then said she was proud to have the honour of handing over to the Institution the Life-boat, and she hoped it would prove a blessing to the coast. She afterwards performed the ceremony of

naming the boat, which, after having been launched, was put through the usual evolutions, and was upset by the side of a large decked fishing-boat, moored at a distance from the shore, in order to demonstrate the powers of self-righting, self-ejecting water, &c. Since that period this Life-boat has rendered noble service to a number of distressed fishing-boats, as described on p. 189 of this Journal.

LOWESTOFT.—The NATIONAL LIFE-BOAT INSTITUTION has built a large sailing Life-boat for Lowestoft, to replace the boat of the same class which had become unfit for further service. The new boat is 44 feet long, 12 feet wide, and pulls 14 oars. The Plimsoll Life-boat Fund Committees at Liverpool and Derby accepted the new boat for their Fund, and decided that she should be called the *Samuel Plimsoll*. The Liverpool portion of the fund was contributed through the exertions of some working-men in that town, who wished to tender to Mr. PLIMSOLL a token of their respect, as a small acknowledgment of his great efforts to protect the lives of our sailors; and it occurred to them that the presentation of a Life-boat would be especially agreeable to him, as it would be helping forward the great and national objects of the LIFE-BOAT INSTITUTION, which had his heartiest sympathy. Mr. JAMES FITZPATRICK, of Grafton Street, Liverpool, acted as the zealous Hon. Secretary of that fund. The one at Derby was a Penny Subscription, which had previously been started

by Mr. J. TAYLOR, of the Royal Hotel, for the purpose of launching a Life-boat in Mr. PLIMSOLL'S honour, for his untiring efforts on behalf of our sailors.

The boat was publicly launched at Lowestoft on the 21st December last, in the presence of Mr. PLIMSOLL and many of his friends, as well as a large number of the local residents. The presentation of the boat was made by Messrs. TAYLOR and FITZPATRICK, and the gift was suitably acknowledged by J. J. COLMAN, Esq., M.P., Chairman of the Local Branch, and by the Assistant-Inspector of Life-boats. Mr. PLIMSOLL was also present, and addressed those who had assembled on the occasion, much enthusiasm being displayed by all present. The launch was quite successful, and the Life-boat, with Mr. and Mrs. PLIMSOLL on board, was then taken for a short cruise and afterwards towed into the harbour.

HOLYHEAD.—This Life-boat Establishment has recently been thoroughly renovated by the Institution, a new 37-feet 12-oared Life-boat having been sent there, for which a handsome house has been erected.

Mr. JOSHUA FIELDEN, M.P., and his brothers, Messrs. SAMUEL and JOHN FIELDEN, having presented to the Institution the cost and the endowment of a Life-boat Establishment, in memory of their uncle, the late Mr. THOMAS FIELDEN, M.P., the well-known philanthropist, after whom the boat is named, the gift, with their approval, was appropriated to the Holyhead Life-boat Station.

CEMAES, ANGLESEY.—The Institution has also forwarded a new Life-boat to Cemaes, on the coast of Anglesey, in lieu of the Life-boat on that Station, which was becoming unfit for further service. The new boat is 30 feet long, 8 feet wide, and rows 8 oars double-banked. Its expense was defrayed by the late GEORGE HEGINBOTTOM, Esq., of Ashton-under-Lyne and Southport; and at his desire the boat is named the *Ashtonian*, in honour of the birthplace of the donor. The public naming and launch of the Life-boat at its Station was successfully accomplished on the 29th August, 1876.

CHAPEL, LINCOLNSHIRE.—This Life-boat Establishment has recently been tho-

roughly renovated by the Institution, the whole expense of the same having been defrayed by Miss LANDSEER, sister of the late Sir EDWIN LANDSEER, R.A., in memory of that distinguished artist. In accordance with her desire the new boat is named the *Land-seer*. It is one of the 30-feet 8-oared class, and is provided with a transporting-carriage. It gave every satisfaction to the crew when it was tried at its station by the Second Assistant-Inspector of Life-boats.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

THURSDAY, 5th June, 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.

Also the Report of Rear-Admiral J. R. WARD, Inspector of Life-boats to the Institution, on his recent visits to Newburgh, Cruden, Fraserburgh, Whitelink Bay, Burghead, Nairn, Ackergill, Wick, Thurso, Scarfiskerry, Mey Harbour, Huna, Liverpool, and New Brighton.

Also the Report of Rear-Admiral D. ROBERTSON-MACDONALD, Assistant-Inspector of Life-boats, on his visits to Abersoch, Penrhynthu, Aberdaron, Bardsey Island, Mochras, Portmadoc, Barmouth, Aberdovey, Rhoscolyn, Holyhead, Cleethorpes, Donna Nook, Theddlethorpe, Sutton, Chapel, Skegness, Saltfleet, and Brancaster.

Also the Report of Captain C. GRAY JONES, R.N., Second Assistant-Inspector of Life-boats, on his recent visits to Whitby, Uppang, Runswick, Staithes, Redcar, Saltburn, Middlesborough, Seaton Carew, West Hartlepool, and Hartlepool.

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

| | £. | s. | d. |
|---|----|----|----|
| Half of Collection in Trinity Church, Weston-super-Mare, per Rev. W. HUNT and Captain R. D. CRAWFORD | 11 | 9 | 9 |
| Worshipful Company of Skinners, additional | 10 | 10 | 0 |
| Collected on board the ship <i>Benan</i> , on her late voyage from San Francisco, per Captain J. ROSS | 2 | 4 | 6 |
| —To be severally thanked. | | | |

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

| | £. | s. | d. |
|---|-----|----|----|
| The late JAMES MITCHELL, Esq., of Edinburgh | 500 | 0 | 0 |
| The late EDWARD JEFFERSON, Esq., of Pontefract (duty free) | 400 | 0 | 0 |
| The late Mrs. MARY ROE, of Nutley, co. Dublin (duty free) | 400 | 0 | 0 |
| The late Miss EMILY MILLOTT, of Pendleton, Manchester (duty free) | 100 | 0 | 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:—Whitelink Bay, Aberdeenshire; Nairn, Nairnshire; Ackergill and Huna, Caithness-shire.

Also to place new Life-boats on the Rhoscolyn (Anglesey) and Hartlepool No. 2 Stations in lieu of the present boats.

The Committee expressed their deep regret at the death of Mr. HENRY RATCLIFFE, Secretary of the Independent Order of Odd Fellows (Manchester Unity), who had for many years taken considerable interest in the Life-boat Cause, and particularly in the *Manchester Unity* Life-boat, stationed at Cleethorpes, on the Lincolnshire coast.

Paid 2,630*l.* 15*s.* 10*d.* for sundry charges on various Life-boat Establishments.

Voted 46*l.* 17*s.* to pay the expenses of the Life-boats at Bull Bay, Groomsport, Southport, Castletown, and Broughty Ferry, in rendering the following services:—

| | Lives saved. |
|---|-----------------|
| Steamer <i>Dakota</i> , of Liverpool | 20 |
| Smack <i>Newland</i> , of Kilkeel—saved vessel and crew | 3 |
| Brigantine <i>Pembrokeshire Lass</i> , of Milford | 5 |
| Barque <i>Jumak</i> , of Spalato | 14 |
| Schooner <i>Aurora</i> , of Christiania | 6 |

The Ramsgate Life-boat had assisted to save the barque *Wohldorf*, of Kiel, and her crew of 9 men; and the Life-boat at Sheringham had saved a distressed fishing-boat and her crew of 2 men.

[The details of most of these Life-boat services will be found on pages 191-2 of this Journal.]

Voted also 129*l.* 19*s.* to pay the expenses of the Life-boats at Douglas, Wexford, Broadstairs, Walmer, Kingsdowne, Duncannon, Newcastle (County Down), Castletown, Carnsore, Great Yarmouth, and Buddon Ness, in either assembling their crews or going off in reply to signals of distress shown by vessels which did not eventually need assistance.

The Scarborough, Cullercoats, and Caister No. 2 Life-boats had also been out with the view of assisting distressed vessels.

Voted a binocular glass, with a suitable inscription, to Mr. JOHN CUMMINS, late coxswain of the Arklow Life-boat, in acknowledgment of his long and gallant services in that boat. He had assisted to save 35 lives, and had already received the Institution's Silver Medal and its thanks inscribed on vellum.

Also the Silver Medal of the Institution to HIRAM LINAKER, in acknowledgment of his long and gallant services as one of the original crew of the New Brighton Life-boat. He had been out on service in the Life-boats of the Institution on 37 occasions, and had assisted to save 96 lives.

Also 2*l.* to 4 Coastguardmen, stationed at Soldier's Point, Dundalk Bay, for putting off in a boat and saving the master of the schooner *Andromeda*, of London, which was wrecked in Dundalk Bay during a strong E.S.E. gale on the 16th April. The crew and passengers had been previously taken off by the Dundalk Life-boat.

THURSDAY, 5th July :

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

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

Also the Report of the Inspector of Life-boats on his recent visits to Margate, Deal, Walmer, Dover, Hythe, Hastings, Eastbourne, Brighton, Worthing, and Liverpool.

Also the Report of the Assistant-Inspector of Life-boats on his visits to Kingstown, Poolbeg, Howth, Skerries, Balbriggan, Rogerstown, Drogheda, Clogher Head, Greencastle, Portrush, Groomsport, Ballywator, and Cloghy.

Also the Report of the Second Assistant-Inspector of Life-boats on his recent visits to Kirkcudbright, Whithorn, Port Logan, Ballantrae, Girvan, Ayr, Troon, Ardrossan, Kildonan, Campbeltown, Southend and Irvine.

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

| | £. | s. | d. |
|---|----|----|----|
| Capt. J. GREY, Stonehouse, additional | 50 | 0 | 0 |
| Collected at the Glasgow Custom House, per D. WILLIAMS, Esq., and Mr. M. O'HALLORAN, additional | 27 | 18 | 0 |
| FRANCIS H. MITCHELL, Esq., additional | 21 | 0 | 0 |
| Worcester Cadet Life-boat Fund, per Capt. J. H. SMITH, additional | 15 | 0 | 0 |
| GEORGE WEBSTER, Esq., further on account of a Life-boat | 12 | 10 | 0 |
| Trustees of Berman's Charity, additional Portion of proceeds of Odd Fellows' and Foresters' Fête at Ipswich on Whit-Monday, in aid of "Ipswich" Life-boat, additional | 5 | 0 | 0 |

—To be severally thanked.

Decided that the Port Patrick new Life-boat be appropriated to the Fund raised by members of the Civil Service to defray the cost of an additional Life-boat, mainly through the indefatigable exertions of Mr. CHARLES DIBDIN, F.R.G.S., of the General Post Office.

It should be added that this is the third Life-boat presented to the Institution by members of the Civil Service.

The Committee expressed their sincere regret at the decease of Lord Justice MELLISH, who had been for many years a warm friend and liberal supporter of the Institution; and of Captain F. SAUMAREZ FRASER, R.N., and Mr. F. CAWTHORNE, who had, for long periods, rendered the Institution valuable co-operation as Honorary Secretaries, respectively, of its Worcester and Maryport branches.

Paid 2,138*l.* 6*s.* for sundry charges on various Life-boat Establishments.

Voted 10*l.* 8*s.* to pay the expenses of the Worthing Life-boat in saving the fishing-lugger *Harkaway*, of Shoreham, and assisting another fishing-boat.

Reported that the Llandwynn Life-boat had recently saved the schooner *Hannah and Joseph*, of Liverpool, which had gone on the West Bank in a fresh wind.

[The particulars of these Life-boat services will be found on pages 192-3 of this Journal.]

Voted 36*l.* 14*s.* to pay the expenses of the Life-boats at Buddon Ness, Scilly, Deal, Barmouth, and Lossiemouth in going off to the aid of vessels in distress, their services, however, not being eventually needed.

The Ramsgate Life-boat had also been out in reply to signals of distress.

Voted 5*l.* to Mr. DENIS CONNOR, Chief Officer of H.M. Coastguard at Rosslare, Ireland, and his crew of 4 men, for rescuing the crew of 6 men from the brigantine *Island Queen*, of Cork, which was wrecked near the Carrig Rocks, during a strong gale, on the 28th May.

Also 2*l.* 10*s.* for the services of 4 men in saving the crew of 2 men from the smack *Ellen*, of Beaumaris, which had caught fire off Ormes Head, during rough weather, on the 5th June.

THURSDAY, 2nd August :

The Chairman of the Institution in the Chair.

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

Also the Report of the Inspector of Life-boats on his recent visits to Liverpool, New Brighton, Valentia, Tralee, Barrow, Fenit, Courtmacsherry, Dunny Cove, Galley Head, Queenstown, Ballycotton, Youghal, Ardmore, Dungarvan, Duncannon, Dunmore, and Tramore.

Also the Report of the Assistant-Inspector of Life-boats on his visits to Ballywalter, Tyrella, Newcastle, Greencastle, Carlingford, Giles' Quay, Newry, Blackrock, Balbriggan, Skerries, Rogers-town, Poolbeg, Kingstown, Padstow, Port Isaac, Newquay, Hayle, Penzance, Scilly, Sennen Cove, St. Ives, and Porthleven.

Also the Report of the Second Assistant-Inspector of Life-boats on his visits to the Life-boat Stations at Sillith, Maryport, Whitehaven, Seascale, Piel, Blackpool, Fleetwood, Douglas, Ramsey, Castletown, Southport, and Lytham.

Reported the receipt of 550*l.* from "X. Y. Z.," to defray the cost of the Life-boat about to be stationed at Huna, N.B.

The boat is to be named the "W. M. C.," and the following inscription is to be placed on it:—"This Life-boat is presented, through the ROYAL NATIONAL LIFE-BOAT INSTITUTION, to the people of Huna by thankful parents, in memory of the life of a Child wonderfully preserved on the 6th of August, 1873."

To be thanked, and the request to be complied with.

Also the receipt of the following other special contributions since the last Meeting:—

| | £. | s. | d. |
|--|-----|----|----|
| Ancient Order of Foresters, annual subscription in aid of the support of their two Life-boats, stationed respectively at Tynemouth and West Hartlepool | 100 | 0 | 0 |
| The Misses PEACH, further in aid of Memorial Life-boat at Tyrella | 50 | 0 | 0 |
| Surplus money arising from the Oxford and Cambridge Ball, at Willis's Rooms, on the 26th June, per A. T. OLIVE, Esq. | 37 | 10 | 0 |
| "W. F. S." (Lloyd's) | 25 | 0 | 0 |
| ARTHUR HUTCHINSON, Esq., and the Misses FANNY and CHARLOTTE HUTCHINSON, Hagley Park, additional | 24 | 0 | 0 |
| W. WILLIMOTT, Esq., Hawkhurst | 21 | 0 | 0 |
| Proceeds of a small Bazaar held by Miss LUCAS, Upper Tooting | 11 | 0 | 0 |
| Collected in the Camp of the 3rd Administrative Battalion Lancashire Rifle Volunteers, after Divine Service on Sunday, 8th July, per Colonel DUGDALE, additional | 10 | 17 | 4 |
| Collected at Divine Service on board the S.S. <i>Hankow</i> , per Captain W. SYMINGTON | 1 | 18 | 0 |

—To be severally thanked.

Reported that the late P. E. COATES, Esq., of Stanton Court, Somerset, had left a legacy of 500*l.* to the Institution.

The Committee expressed their sincere regret at the death of Mr. CHARLES SEMON, late Mayor of Bradford; and the Rev. W. YATE, of Dover, who had been, respectively, for many years the Chairmen of the Bradford and Dover branches of the Institution.

Also at the decease of Mr. JAMES BEECHING, of Great Yarmouth, who had built many of the

Institution's Life-boats on the Norfolk and Suffolk coasts.

Voted the thanks of the Institution to Lloyd's Register of British and Foreign Shipping Society for their kind present of a copy of their Register for the current year.

Accepted tenders, amounting to 2,916*l.*, for new Life-boat houses and other works at the following stations: Clacton-on-Sea, Hope Cove, Cleethorpes, Dartmouth, Yealm River, Port Patrick, Whitelink Bay, Huna, Newburgh, and Ardmore.

Paid 2,711*l.* 9*s.* 3*d.* for sundry charges on various Life-boat Establishments.

Voted 8*l.* 4*s.* to pay the expenses of the Drogheda No. 2 Life-boat in going off with the view of assisting a distressed vessel on the 25th March.

Also 2*l.* to 7 Yarmouth beachmen for rescuing 3 boys, whose boat was helplessly drifting towards the Scroby Sand during a strong W. wind on the 26th June.

Also 1*l.* 10*s.* to 4 men for saving 2 other men from a boat which had been capsized by a squall in Gola Roads, Co. Donegal, on the 1st June.

Also 1*l.* to 2 men for rescuing 3 others from a boat which had been upset by a squall, and had sunk off Horse Island, Co. Galway, on the 24th April last.

THURSDAY, 6th September :

GEORGE LYALL, Esq., V.P., Deputy 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 Carnsore, Wexford, Cahore, Courtown, Arklow, Wicklow, Greystones, Giles' Quay, Dundalk, and Howth.

Also the Report of the Assistant-Inspector of Life-boats on his visits to Mullion, Porthoustock, Lizard, Cadgwith, Falmouth, Portloe, Mevagissey, Fowey, and Looe.

Also the Report of the Second Assistant-Inspector of Life-boats on his visits to Guernsey, Alderney, Weymouth, Kimeridge, Chapman's Pool, Swanage, Poole, Brooke, Brighstone, Bembridge, Hayling, Selsey, Chichester, Worthing, Shoreham, Brighton, Porthdillaen, and Newhaven.

Reported the receipt of the munificent contribution of 4,000*l.* from the United Grand Lodge of Freemasons of England to enable the Institution to found two Life-boat Stations, and maintain them in perpetuity in commemoration of the safe return from India of the Most Worshipful Grand Master, H.R.H. ALBERT EDWARD, PRINCE OF WALES.

Decided that the best thanks of the Institution be conveyed to the Freemasons, and that the Life-boats be stationed, in accordance with the decision of the Craft, at Clacton-on-Sea, Essex, and Hope Cove, Devon, the boats being respectively named the *Albert Edward* and the *Alexandra*.

Reported the receipt of the munificent contribution of 2,000*l.* from the COUNTESS DE MORELLA, for the permanent endowment of a Life-boat, to be named the *Ramon Cabrera*, in memory of her late distinguished husband, the COUNT DE MORELLA AND MARQUIS DEL TER, who had held the rank of Field Marshal in the Spanish army.

Decided that the sincere thanks of the Committee be conveyed to the COUNTESS DE MORELLA, and that her gift be appropriated to the Rhoscolyn Life-boat Station, the new Life-boat being named as requested.

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

| | £. | s. | d. |
|---|----|----|----|
| Independent Order of Odd Fellows (Manchester Unity), annual subscription towards the support of their Life-boat at Cleethorpes | 50 | 0 | 0 |
| Proceeds of one night's performance at Mr. CHARLES WELDON'S Circus at West Hartlepool, per West Hartlepool Branch | 15 | 0 | 0 |
| Royal Society for Prevention of Cruelty to Animals, Carmarthen Branch, moiety of fines accruing from the County of Pembroke, in aid of Life-boats stationed in that County, per Mrs. EDITH HUNTER | 6 | 0 | 0 |
| Contents of Contribution Box, per "A Harrovian" | 5 | 0 | 0 |
| Collected on board the S.S. <i>Durham</i> , per Capt. ANDERSON | 2 | 10 | 0 |
| The Author of 'The Walmer Life-boat' Poetry in 'Chambers's Journal', July 21st, 1877 | 1 | 1 | 0 |

To be severally thanked.

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

| | £. | s. | d. |
|--|-----|----|----|
| The late Miss MARY LEE, of Foleshill, Coventry (duty free) | 250 | 0 | 0 |
| The late Mrs. ELIZA LANE, of Ballybrack, near Cork, to the Irish Branch of the Institution | 45 | 0 | 0 |

Reported the transmission to their stations of the Newhaven and Porthdiallaen new Life-boats. The first-named boat was the gift of the Jewish boys and girls of the United Kingdom, and is named the *Michael Henry*, after the originator of the fund; the other Life-boat was presented by the *employés* of Messrs. COPESTAKE and Co., in memory of their late respected employer, GEORGE MOORE, Esq., the well-known philanthropist, after whom the boat is named.

The Committee expressed their deep regret at the death of Mr. W. S. LINDSAY, late M.P. for Sunderland, who had long been a warm friend and a liberal supporter of the Life-boat cause.

Read letter from WALTER MALCOLM, Esq., the Hon. Secretary of the North Berwick Branch of the Institution, of the 25th August, stating that the annual public exercise of the Life-boat had taken place that day, a large number of influential persons being present, and that the sum of 73*l.* had been collected on the occasion in aid of its support.—*To be acknowledged.*

Decided that various works be carried out at the Nairn, Ackergill, Giles' Quay (Dundalk), and Rhoscolyn Life-boat Stations, at an expense of 1,119*l.*

Reported that the Institution's 'Instructions for the Restoration of the Apparently Drowned' continued to be most extensively circulated. They had recently been translated into Chinese by Dr. MCGOWAN, of Shanghai, the expense of stereotyping them being met by TONG KIN-SING, of that place.

Also that the Judges of the Maritime and Piscatorial Exhibition at the Royal Aquarium, Westminster, had awarded to the NATIONAL LIFE-BOAT INSTITUTION a Silver Medal, and a Certificate conveying "high commendation" to the Institution for the models of its Life-boat and improved Fishing Boat.

Paid 776*l.* 17*s.* 6*d.* for sundry charges on various Life-boat Establishments.

Voted 84*l.* 13*s.* 6*d.* to pay the expenses of the Life-boats at Howth, Sidmouth, Hunstanton,

North Berwick, Peterhead, Fraserburgh, Carnsore, and Clovelly, in rendering the following services:—

| | Lives saved. |
|--|--------------|
| Brigantine <i>Elizabeth Brooks</i> , of Larne, remained by vessel. | |
| Schooner <i>Wave</i> , of Guernsey | 6 |
| Boat <i>Jane</i> , of Hunstanton | 6 |
| Barque <i>Azow</i> , of Christiansand | 8 |
| Fishing-boat <i>Vigilant</i> , of Peterhead | 1 |
| Fishing-boat, of Fraserburgh, rendered assistance. | |
| Schooner <i>Fuchsia</i> , of Goole | 8 |
| Yacht <i>Linda</i> , of Carnsore | 2 |
| Smack <i>Ebenezer</i> , of Bideford | 3 |

[The details of these Life-boat services will be found on page 193 of this Journal.]

Also 64*l.* 12*s.* to pay the expenses of the Life-boats at Ramsey, Fraserburgh, St. Andrews, Greystones, and Rhyl, in going off in reply to signals of distress exhibited by vessels which did not ultimately need the aid of the Life-boats.

The Douglas and Whitby Life-boats had also been afloat to the aid of distressed vessels.

Voted the thanks of the Institution, inscribed on vellum, to JAMES HOWLIN, Esq., J.P., of Carnsore, in acknowledgment of his kind and valuable co-operation in promptly taking an oar in the Carnsore Life-boat, on the occasion of the rescue, by that boat, of the crew of 2 men from the yacht *Linda*, of Carnsore, in a gale of wind and heavy sea, on the 25th August.

Also 1*l.* to 2 men for saving two others, whose boat had foundered at sea six miles from the mouth of the River Yealm, during a gale from the E. and heavy sea, on the 14th June.

Also 1*l.* to 3 men for saving 3 other men, whose boat had been capsized near Castle Bay, on the coast of Inverness-shire, on the 17th June.

Also 15*s.* to two Drogheda men, for wading into the sea and saving by means of ropes 2 men from the boat *Mary Kate*, of Mornington, which had been capsized off Bettystown Strand on the 19th July.

"GOD BLESS THE" LIFE-BOAT MEN.

"God bless the" Life-boat Men,
 "Long live the Noble" Men,
 "God bless the" Men.
 And may they ever be
 When toss'd on stormy sea,
 In safety kept by Thee.
 "God bless the" Men.

They count not their lives dear,
 Brave hearts that do not fear,
 "God bless the" Men.
 Round Britain's rocky shore,
 May they for evermore,
 Be brave as heretofore.
 "God bless the" Men.

When storms are raging high,
 The strength they need supply,
 "God bless the" Men.
 Lord of the sea and land,
 The Ocean's in Thy hand,
 Save Thou the Noble Band.
 "God bless the" Men.

W. J. N.

Liscard, Cheshire.

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. F. 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>Sinai</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>Behside</i> , s.s., of Newcastle 15 | <i>Ilmatar</i> , barque, of Finland 15 | Staithe fishing cobles—rendered assistance. |
| <i>Beecher Stowe</i> , barque, of Shields . . 6 | <i>Ingleborough</i> , barque, of Hull 13 | <i>St. Elwina</i> schooner, of Falmouth . . 6 |
| <i>Bellalie</i> , schooner, of Nantes 10 | <i>Jona</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 Fowey—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 . . . 4 |
| <i>Camilla</i> , brig, of Portsmouth 4 | <i>J. W. Setterwall</i> , barque, of Stockholm—remained by vessel. | <i>Turkestan</i> , ship, of Liverpool 22 |
| <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>Kilfin</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>Couness of Zealand</i> , brig, of Wells 7 | <i>Limwood</i> , brig, of Maryport—rendered assistance. | <i>Walker Hall</i> , barque, of Sunderland 11 |
| <i>County of Ayr</i> , ship, of Glasgow . . 2 | <i>Lion</i> , schooner, of Goole—saved vessel and 4 | <i>Wells</i> , schooner, Goole, assisted to save vessel and 5 |
| Cullercoats fishing cobles—rendered assistance. | <i>Lizzie Morton</i> , schooner, of St. Ives—vessel and 5 | West Hartlepool fishing boat 3 |
| <i>Cybele</i> , s.s., of Glasgow—rendered assistance. | Llanabhan fishing boat 3 | Whitby fishing boats 12 |
| <i>Dawn</i> , dandy, of Grimsby—saved vessel and 3 | Llanrhystid fishing boat—saved boat and 3 | <i>William</i> , smack, of Wexford 6 |
| <i>Dragon</i> , yacht, of Swanage 2 | <i>Macedonia</i> , brig, of Blyth 7 | <i>William Pitt</i> , ketch, of Poole 1 |
| <i>Eagle</i> , pleasure boat, of Llandudno . 5 | <i>Maid of Kent</i> , schooner, of London—assisted to save vessel and 5 | <i>Wyre</i> , schooner, of Fleetwood 2 |
| <i>Edith</i> , fishing boat, of Lowestoft—assisted to save vessel and 10 | <i>Marguerita</i> , schooner, of Newquay . 4 | Total lives saved by Life-boats, in 1876, in addition to 19 vessels. 515 |
| <i>Eliza</i> , schooner, of Sunderland—assisted to save vessel and crew. 4 | <i>Mary Ann</i> , brig, of Whitehaven . . 10 | Ditto in first 9 months of 1877, besides 20 vessels 459 |
| <i>Elizabeth</i> , schooner, of Llanely . . . 5 | <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 271 |
| <i>Elizabeth</i> , ketch, of Goole 2 | <i>McNeara</i> , ship, of Boston, U.S.—assisted to save vessel. | Total of Lives saved in Twenty-One Months 1,245 |
| <i>Elios</i> , barque, of Spezzia—remained by vessel. | <i>Mentor</i> , barque—rendered assistance. | |
| <i>Emerald</i> , schooner, of Montrose . . . 6 | <i>Mignonette</i> , barque, of London . . . 14 | |
| <i>Emily</i> , barque, of Shields 17 | <i>Morning Star</i> , fishing lugger, of Redcar—saved vessel and 3 | |
| <i>Excelsior</i> , barque, of Sunderland . . 11 | <i>Octavia</i> , barque, of Holmestrand—rendered assistance. | |
| <i>Exhibition</i> , schooner, of Colchester—rendered assistance. | <i>Palestine</i> , fishing coble, of Cullercoats—rendered assistance. | |
| Ferryden fishing boats—rendered assistance. | <i>Phoebe</i> , dandy, of Yarmouth 6 | |

THE COMMITTEE OF MANAGEMENT have to state that during the year 1876 and the first nine months of 1877 the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £47,380 on its 267 Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 1,245 persons from various shipwrecks on our Coasts, for which services it granted 1 Gold Medal, 16 Silver Medals and 34 Votes of Thanks on Vellum, besides pecuniary rewards to the amount of £5,560.

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 25,032; for which services 92 Gold Medals, 884 Silver Medals, and £52,800 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.—November, 1877.