

THE LIFE-BOAT,

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(ISSUED QUARTERLY.)

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NIGHT DISTRESS SIGNALS.

“For if the trumpet give an uncertain sound, who shall prepare himself to the battle?”

UNTIL the year 1873, vast as were the interests at stake, there was no recognised system of night signals to be shown by vessels in distress when in need of aid. Loss of lives and of valuable property was an almost daily occurrence through ships being wrecked, or foundering, or coming into collision with each other; yet the maritime authorities of this and other countries and the owners of shipping were contented with the vague and simple cry of alarm in the shape of a mere light, a flare, a burning tar-barrel; or, in a comparatively few of the larger class of ships, that of a rocket or a signal gun; and doubtless many and many a vessel, large and small, was lost for want of some recognised signal which should denote that life or property, or both, were endangered.

Other maritime nations appear to have left the initiative to be taken by this country, as recognised chief of maritime nations, whilst we, with our habitual immobility, seem to have waited until some great catastrophe, or series of catastrophes, should awaken us from our lethargy and occasion some serious effort to reduce in amount the loss of lives and ships at sea.

At last such a catastrophe occurred on the 22nd January, 1873, when the English emigrant ship *Northfleet* was run into

during the night, whilst at anchor off Dungeness, by the Spanish steamer *Mirillo*, and shortly after foundered; nearly 400 of those on board her being drowned on the occasion, although she was surrounded by other ships, and the rockets which she discharged as signals of distress were seen by the coastguard and Life-boatmen on shore, but were unheeded; it being a common custom for homeward bound ships to discharge rockets as signals for pilots, or as *feux de joie* on their safe return from distant lands.

Before the expiration of the year a formula of “Signals of Distress” was included in the new “Merchant Shipping Act of 1873,” and which came into operation on the 1st November of that year. Those signals have now an international character, having been adopted by most other countries. We printed a copy of them in the 90th Number of this Journal (the November Number of 1873). We now, however, introduce them to our readers again, the better to exemplify our present remarks.

In our 78th Number (November 1870), in an article on “Night Danger-Signals,” in which we urged the importance of establishing some universal system of “Signals of Distress,” we pointed out the great advantage that would accrue if in

any such system a clearly defined distinction were to be made between signals representing danger to life and those signifying danger to property only.

Thus, for want of such distinction, a steam tug or hovelling boat might proceed to a wrecked vessel on an outlying bank, in reply to signals of distress, to find on arrival at the scene of the disaster that she was fast breaking up, with her crew clinging or lashed to her rigging, and a heavy broken sea all around, into which neither tug nor hovelling boat could be safely taken, and there being no time then to return to the shore, many miles distant, to bring out the Life-boat to save the ill-fated crew.

Or again, as repeatedly happens every year, a signal of distress is seen from the shore, proceeding either from a vessel on an outlying bank, or from one which has been in collision with another vessel, or from one of the light-ships which are moored near the most dangerous banks; the Life-boatmen know not if lives are at stake, but dare not run the risk of their being lost for want of their aid, and reach the spot whence the signals have proceeded only to find that their own services are declined, and to be told that they may send off a steam tug to tow them into port. In this manner very large sums, amounting in some years to hundreds of pounds, are unnecessarily expended from the funds of the NATIONAL LIFE-BOAT INSTITUTION.

In the article above referred to, we suggested that a simple and unmistakable distinction, such as we have indicated, could be readily found by adaptation of the two coloured lights, red and green, already in use on board all ships to enable other vessels to ascertain their position and the direction of their course. We proposed that red, as the blood colour, should be universally made to signify danger to life, whether in the shape of a simple red light, shown from a lantern, or of a rocket bursting with a red star, or of any other description of firework, as a night signal; and a red flag by day;

whilst green should represent danger to property only.

The want of some such distinction continues to be felt, and although it has not been adopted by the Board of Trade, we still think that no simpler or more efficacious system could be devised.

On examination of the present international system inaugurated by the English Board of Trade, as shown on the next page, it will be observed that no attempt is made, by any mark of distinction whatever, to show whether aid is required to save life or property; it is merely an inarticulate cry of distress; but distinct and separate signals by night and day are defined to be shown when the services of a pilot are needed.

The night distress signals are—

1. A gun fired at intervals of about a minute.
2. Flames on the ship (as from a burning tar barrel, oil barrel, &c.).
3. Rockets or shells of any colour or description fired one at a time at short intervals.

The Act further decrees that if any master of a vessel should exhibit any of the above signals without being really in distress, he shall be liable to pay compensation for any labour, risk, or loss occasioned by his doing so, which expenses, however, they have persistently resisted.

As far as they go, these signals may be sufficient, but they do not meet the evil of which we complain, which a distinction of colour would do.

An experienced officer, Captain W. M. PENGELLEY, of H.M. late Indian Navy, and now Dock Master at Penarth, a Port of Cardiff, has suggested the adoption of the familiar pyrotechnic light, called a "Roman Candle," in lieu of the rocket, as being much more easily managed in small vessels and boats, and we think there is much force in his argument.

"Roman Candles" throw up a series of fire-balls to a considerable height at short intervals between each, and, being unlike any other description of firework,

SIGNALS OF DISTRESS,

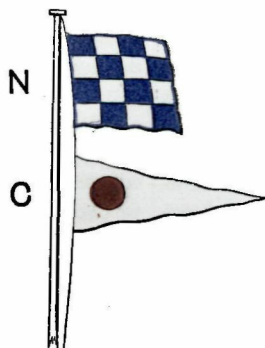
Required to be used and displayed on and after the 1st November, 1873, in accordance with the 18th section of the Merchant Shipping Act, 1873.

"In the Day-time.—The following signals, numbered 1, 2, and 3, when used or displayed together or separately, shall be deemed to be signals of distress in the day-time:—

"1. A gun fired at intervals of about a minute.

"2. The International Code signal of distress indicated by N.C.

"3. The distant signal consisting of a square flag, having either above or below it a ball, or anything resembling a ball.



"At Night.—The following signals, numbered 1, 2, and 3, when used or displayed together or separately, shall be deemed to be signals of distress at night:—

"1. A gun fired at intervals of about a minute.

"2. Flames on the ship (as from a burning tar barrel, oil barrel, &c.).

"3. Rockets or shells of any colour or description fired one at a time at short intervals."

And "Any Master of a vessel who uses or displays, or causes or permits any person under his authority to use or display, any of the said signals, except in the case of a vessel being in distress, shall be liable to pay COMPENSATION for any labour undertaken, risk incurred, or loss sustained, in consequence of such signal having been supposed to be a signal of distress; and such compensation may, without prejudice to any other remedy, be recovered in the same manner in which salvage is recoverable."

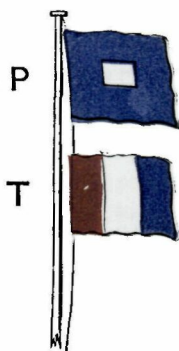
SIGNALS FOR PILOTS,

Required to be used and displayed on and after the 1st November, 1873, in accordance with the 19th section of the Merchant Shipping Act, 1873, if a vessel requires the services of a Pilot.

"In the Day-time.—The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a pilot in the day-time, viz.:—

"1. To be hoisted at the fore the jack or other national colour usually worn by merchant ships, having round it a white border, one-fifth of the breadth of the flag; or

"2. The International Code pilotage signal indicated by P.T.



"At Night.—The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a pilot at night, viz.:—

"1. The pyrotechnic light, commonly known as a blue light, every fifteen minutes; or

"2. A bright white light, flashed or shown at short or frequent intervals, just above the bulwarks, for about a minute at a time."

And "Any Master of a vessel who uses or displays, or causes or permits any person under his authority to use or display, any of the said signals for any other purpose than that of summoning a pilot, or uses or causes or permits any person under his authority to use any other signal for a pilot, shall incur a PENALTY not exceeding twenty pounds."

would be very readily distinguishable, whilst they would undoubtedly be much easier ignited and managed than a rocket, which requires to be adjusted to its staff, and will sometimes separate from it before attaining any height in the air, by which its flight is curtailed. In truth, rockets are practically useless on board small merchant vessels and boats.

Captain PENGELLEY proposes that the balls thrown up should be detonating; which might be an advantage when the help required was not more than one or two miles distant; but combined with the system we have suggested, the fire-balls thrown up being red and green, the latter to be used when property only was at stake, and the former when a Life-boat's aid was required, we think they would be admirably calculated to effect the desired object. In fact, the definition by colour might be usefully still further extended; thus green fire-balls might signify that towing help was needed; blue ones, a pilot; plain or white ones, men and boats, and red ones a Life-boat's help; whilst rockets bursting with single stars of similar colours might have the same signification.

As stated above, the subject is one of vital interest, seeing that lives may at any time be lost through the wrong instead of the right description of help being sent during the night. But it is also a matter of very serious interest to the NATIONAL LIFE-BOAT INSTITUTION; and, on that account alone, we feel fully justified in returning to it, seeing that the funds of the Institution are provided by the British public and that they ought not to be unnecessarily wasted. Yet at any moment of the night, at any time of the year, for want of some such distinctive signals as we have suggested, as many as three, or even four Life-boats, in the locality of outlying banks, such as the Goodwin

and those on the Norfolk and Suffolk coasts, may be launched in reply to a signal of distress, at an average total expense of 60%.

On both accounts, therefore, we think the time has come for a revision of the night signals established by the Merchant Shipping Act, 1873. We acknowledge that it would be a serious evil to change any system of signals except at long intervals of time, just as it would be so to change the character or position of light-houses or light-ships; but, on the other hand, when an evil or an imperfection is fully established it would equally be a folly, from a mere spirit of conservatism, to perpetuate it. We therefore earnestly invite the attention of ship-companies, firms, and individual shipowners, and above all of the Marine Department of the Board of Trade, to the subject, with a view to its serious reconsideration, and, if practicable, to a revised and improved system of night "Signals of Distress."

We cannot better define the principles which we think should be kept in view in any such revision than in the following sentences which we wrote in the former article on this subject in our 89th number:—

"1st. It is indispensable that signals of distress should be few in number and readily distinguishable from all other signals, especially those shown in the night; since persons having to interpret them on the land would in general have no code of signals to refer to, but would have to trust to their memories alone.

"2ndly. They should not be of an expensive or unwieldy character, or of a kind requiring skilfulness in their use, or they would not be available for all classes of vessels.

"3rdly. It would be desirable, as far as possible, to utilise articles already on board rather than to provide new ones unavailable for any other use."

THE FOUNDERING OF THE "NORTHFLEET," JANUARY 1873.

*A fragment.**

'MIDST the thick darkness Death,
The dread inexorable monarch, stalked ;
And, lo ! his icy breath
Encircled the devoted barque where talked,
Or laughed, or watched, or slept,
The doomed three hundred of her living freight,
Unconscious that there crept
Through the still air the stealthy steps of Fate.

Bound for a foreign strand ;
Bright Hope fair pictures of the future drew ;
Nor yet their native land
Had claimed the last fond look, the sad adieu,—
Alas ! poor human clay,
The world for you no future has in store ;
For you the breaking day,
Or land, or sea, or sky, shall light no more.

O God, that fearful crash !
The stout ship reels, her planks disrupted wide ;
Fast through the yawning gash
The green sea pours its dark resistless tide.
What followed then, O heart,
Thou scarce may'st realise. 'Tis well for thee ;
Ne'er would that sight depart
From gentle mind that had been there to see.

For maddening terror reigned ;
Honour, and manhood, and calm reason fled,
And brutal instincts gained
The mastery ; and even shame was dead.
Each one to save his life
Would give to Death the lives of all beside ;
Nor cared in that fell strife,
What awful end his fellows might betide.

Yet 'mid that wild despair,
Nobility of soul found room to stand,
And lustre bright and rare
Enfolds the memory of Knowles and Brand ; †
Who, face to face with Death,
Save of dishonour, showed no coward dread,
Brave hearts to the last breath,
They joined the galaxy of Britain's dead.

What cruel fate was there ?
What mocking spirit of malignant power ?
For help was everywhere
Around, yet no help came in that dread hour.
Slumber closed many ears ;
And some were dull ; some heard but gave no
heed,
Nor knew what bitter tears
They doomed to flow, how many hearts to bleed.

G. M. R. W.

* [Found in the Note Book of a Graduate of Pembroke Coll., Cambridge, whose promising career was cut short at an early age.]

† It will be remembered that Capt. KNOWLES, who commanded the *Northfleet*, and Mr. BRAND, the Chief Mate, stood nobly at their posts, and went down with the ship, after resisting to the utmost the cowardly conduct of some of the crew, who had thought only of saving themselves.

THE LIFE-BOAT STATIONS OF THE UNITED KINGDOM.

XXXVI.—PORT LOGAN.

Edinburgh and R. M. Ballantyne, 30 feet long,
7 feet wide, 10 oars.

THE Life-boat *Edinburgh and R. M. Ballantyne* was placed on this station in 1866.

Port Logan is a small bay in Wigtonshire, on the western side of the Mull of Galloway. It has a small breakwater, which gives shelter to coasters and fishing-boats.

The funds for the boat were raised among the working men of Edinburgh, mainly by the exertion of R. M. BALLANTYNE, Esq., the well-known author and friend of the Life-boat Cause.

Thirty lives have been saved since the establishment of the station. Although the coast is rocky, and the position of the bay exposed, there are not many wrecks, owing to the small number of ships, in the usual track of commerce, passing near that part of the coast.

C. W. MCKERLIE, Esq., late H.C.S., is the Hon. Secretary of this branch.

The following paragraph relating to this Life-boat has appeared in the papers and in this journal, but we cannot do amiss in republishing it. It had reference to a gallant service rendered by the boat in saving the crew of 15 men from the wrecked barque *Strathleven*, of Glasgow :—"A most remarkable coincidence occurred in connection with this service. The Life-boat was exhibited in Glasgow on the 16th Dec., 1866, before being sent to her station, and the wife of the master of the *Strathleven*, accompanied by her children, went to see the boat and put an offering into the subscription-box. Exactly one year after, the captain's vessel was wrecked, and on the following morning he and his crew were providentially rescued by the very Life-boat which his wife had helped to support !"

XXXVII.—BALBRIGGAN.

Maid of Annan, 30 feet long, 6 feet 7 inches beam,
6 oars.

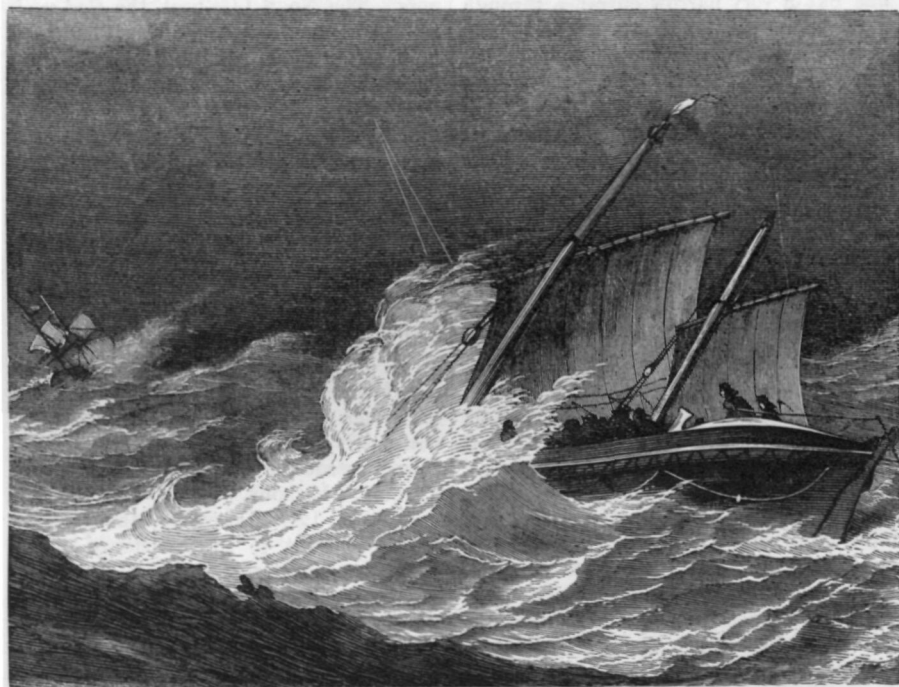
THE *Maid of Annan* was sent to Balbriggan in November 1875, being presented to the Institution by Mrs. LANGWORTHY.

The station is on the N.E. side of the small bay and harbour of Balbriggan, on the E. coast of Ireland, and the boat is of as small dimensions as is compatible with safety, being intended to aid any vessel driven among rocks in the immediate vicinity of the station, and which cannot be reached by the rocket apparatus, and at the same time would be unapproachable from seaward by larger Life-boats.

Fifteen men perished in February 1875 from the wreck of the *Belle Hill*, close to the present site of the boat-house, whom it was supposed might have been saved had a Life-boat like the *Maid of Annan* been available ; and no time was lost by the Institution in supplying the recognised want.

It is not likely, however, that wrecks at this particular point will be very frequent ; but every precaution has been taken for facilitating launching, &c. ; and under the careful superintendence of H. A. HAMILTON, Esq., the Honorary Secretary for this branch, the Balbriggan Life-boat will be ready for any eventuality.

SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT
INSTITUTION FROM THE 1ST OCT. TO THE 31ST DEC. 1877.



DUNDEE.—On the 5th October, it having been reported that a barque was ashore on the Abertay Sands, the Buddonness Life-boat *Eleanora*, and the *English Mechanic* Life-boat stationed at Broughty Ferry, proceeded to the sands and found the barque *Alma*, of Drammen, ashore there. Some of the crew of the Buddonness Life-boat boarded the vessel, and with their assistance she was extricated from her perilous position, the other Life-boat remaining near until the vessel floated.

LOWESTOFT.—On the 8th October, at about noon, signals of distress were shown by a vessel outside the Holm Sand. A moderate gale from the N. was blowing at the time. The No. 1 Life-boat, *Samuel Plimsoll*, was launched, and on getting alongside the vessel it was found that she was the brig *Hope*, of Hartlepool, bound from Gothenburg to Poole, with a cargo of deals and boards. She was nearly water-logged, and had 8 persons on board, there being 3 of a smack's crew in her

in addition to her own crew. It was eventually decided to run the vessel to Harwich, where she arrived about 1 A.M.

On the 7th November, at 5 A.M., the *Samuel Plimsoll* Life-boat was launched, signals of distress having been shown by a vessel on the Newcomb Sand. A moderate S.S.W. gale was blowing at the time, accompanied by a rough sea. On arriving at the Sand, the fishing-boat *Pet*, of Lowestoft, was found to have struck there while running for the harbour. She was full of water, and her crew, consisting of 11 men, who were much exhausted, were rescued by the Life-boat from an apparently inevitable death. Prior to the arrival of the boat, some of the fishermen had fastened the corks of their nets around them, while others had lashed themselves to the rigging of the wreck. The vessel's dog was brought safely ashore in the Life-boat with the crew.

TEIGNMOUTH.—On the 14th October, at about 4.45 P.M., three fishing-boats

were seen to be making for the harbour. A strong S.W. wind was blowing at the time, and a heavy sea was breaking on the bar, and as the water was low there was but a very narrow entrance through the surf. This the boats unfortunately missed, and they were then carried by the wind to leeward, where they got among the breakers on the Bar. The *China* Life-boat was thereupon launched, and succeeded in rescuing the crews of the three boats, numbering 10 men, their boats being totally wrecked.

CEMAES.—On the 14th October, information was conveyed to the coxswain of the Life-boat that a large vessel was ashore on the Middle Mouse Rocks. It was blowing a hurricane from S.W. at the time, accompanied by a very high sea. The Life-boat *Ashtonian* was launched at 7 A.M., and proceeded to the aid of the distressed vessel, which proved to be the ship *Sarah*, of Yarmouth, N.S., bound from Quebec to Liverpool, with a cargo of timber. Her crew, numbering 18 men, had taken refuge on the rocks. The chief mate was first taken ashore by the Life-boat, which immediately returned to the wreck, and, the wind and tide being against her, she remained there until 3 P.M., when she returned to Cemaes in tow of the steam-tug *Great Western*, with the remainder of the vessel's crew on board, the rescue of whom from the rocks was a work of great difficulty and danger to the Life-boat and her crew.

BALLYWALTER.—On the 20th October, the brigantine *Wancoma*, of Belfast, struck on Wallace's Rocks, about a mile south of the Ballywalter Life-boat station, at about 11.45 P.M., during a fresh gale. She was boarded by a Coastguard galley at 12.30, but the master and crew refused to leave the vessel until daylight. At low water 7 of the crew left the ship, but the master and 1 of the crew still remained on board. At high water the next morning the vessel floated, and, her rudder being broken, she drifted helplessly on to the Twin Rocks, the 2 men on board being rescued by the *Admiral Henry Meynell* Life-boat stationed at Ballywalter. The vessel subsequently became a total wreck.

CAISTER.—On the 9th November, at about 9.45 A.M., the barque *Augia*, of

Guernsey, with her main top-gallant yard hoisted and her starboard bow stove in, was seen in the Cockle Gat, she having been in collision with a sloop off Orfordness. The No. 2 Life-boat, the *God-send*, put off to her assistance, and with the aid of a steamer the barque was taken into harbour. She carried a crew of 10 men. On the 12th November this Life-boat was taken out to the help of two vessels which had stranded on the Barber Sands. A heavy sea was breaking on the sands at the time. The first vessel reached by the Life-boat was the brig *Craigs*, of Whitby; she had only a little Dutch boy on board, the rest of the crew having gone on board the other brig, with which their vessel had been in collision. Having put 3 or 4 of the crew of the Life-boat on board with the boy, the boat then went to the other vessel, the *Lily*, of Guernsey. Ultimately, with the aid of steam-tugs, they succeeded in taking both vessels into Yarmouth harbour.

On the 12th December, the *Godsend* Life-boat went to the assistance of the fishing-smack *Martin Bailly*, of Yarmouth, which had stranded on the Barber Sand. On arriving at the Sands, the vessel was found to be in the midst of the breakers, with her boat alongside full of water. The Life-boatmen immediately boarded the smack, and used every effort to save her; they eventually succeeded in doing so, and in about eight hours' time she was afloat, and was taken into Yarmouth harbour, having sustained very little damage, although the sea had been breaking over her nearly all the time. She carried a crew of 6 men.

BEMBRIDGE, ISLE OF WIGHT.—On the night of the 11th November, 1877, it was reported that a vessel was ashore off Sandown. It was then blowing a hurricane from the S., with thick rain. The *Worcester* Life-boat was taken overland, and on arriving about midnight saw that the brigantine *John Douse*, of Falmouth, was ashore in the bay. The boat was launched, and reached the wreck at about 1.30 A.M., having experienced much difficulty in finding her in the intense darkness; she then succeeded in saving the master and mate; the former dropped off the jib-boom into the boat, and the latter into the water, whence he was hauled into the boat. A tremendous sea then swept the

boat off before any others could get into her, and as the steer-oar touched the ground when the boat was in the hollow of the surf, the coxswain deemed it unadvisable to approach the wreck again until daylight—the crew of the vessel being in the rigging, and the masts not appearing to be in any immediate danger of falling. The Life-boat, however, remained near the vessel in case of absolute necessity; and at dawn she was backed towards her, when it was discovered that a coastguard galley had by that time been enabled to go off, and was rescuing the other 4 men. The coxswain of the Life-boat, who was only just recovering from the effects of an accident, was washed overboard from the boat in the night, and it was only with great difficulty he was rescued, on account of the darkness and the heavy sea.

On the 21st November, at 9 P.M., it was reported that a vessel was ashore on Bembridge Ledge. The wind was blowing a moderate gale from S.W. at the time, accompanied by thick rain. The Life-boat went off, as did also two fishing-boats; the latter conveyed on board 2 pilots and 6 other men, and then returned to shore. The vessel proved to be the barque *Alpheta*, of Shoreham, bound from Bremen to Cardiff in ballast. The ship bumped heavily, and was soon bilged and water-logged; but there was no imminent danger to life. At 11.30 the Life-boat landed 2 women and 2 children and the 8 men taken on board by the fishing-boats; and, after lying off until 1.30 A.M., returned to the shore, the crew preferring to remain by their vessel.

NORTH DEAL.—On the 11th November, while a heavy S.S.W. gale was blowing, signals of distress were observed, whereupon the Life-boat's crew assembled, and after some delay, on account of the water being low at the time, the boat was launched; she, however, soon lost sight of the signal lights, and she was therefore anchored. About 5 A.M., signals were again seen, and the Life-boat proceeded towards them, and rescued the crew of 5 men from the French brig *D'Artagnan*, and 12 persons, including the master's wife and child, from the Swedish barque *Hedvig Sophia*, both of which vessels had sunk in Pegwell Bay.

The Silver Medal of the Institution was presented to Mr. ROBERT WILDS, the cox-

swain, in recognition of his gallant services in the Life-boat on this and on former occasions. An extra reward was also granted to the crew of the Life-boat.

On the 1st December, at about 7 A.M., it was reported that a large ship was on shore on the Goodwin Sands. The crew of the *Van Kook* Life-boat immediately assembled, and the boat put off, and being taken in tow by the s.s. *Royal Welsh*, of Cardiff, she was enabled to reach the ship, which proved to be the *Crusader*, of Liverpool, 991 tons, bound from Quebec to the Tyne with timber. Some boatmen and some of the crew of a tug were on board her, in addition to her own crew. The vessel had 8 feet of water in her, and as the tide ebbed she settled down by the stern, her mainmast fell over the side, and it was soon observed that her back was broken. Her crew, consisting of 18 men and the 4 others who had gone on board, were therefore taken into the Life-boat and safely landed at about 2.30 P.M.

On the 12th December, at 12.45 P.M., the coxswain of the Life-boat was informed by some boatmen that they had seen a wreck, with only one mast standing. The crew were assembled, and the *Van Kook* Life-boat went off and proceeded towards the vessel, which was found to be the barque *Hannah Rathkens*, of Rosstock. She was a complete wreck, and nearly under water; 5 of her crew had been taken off by a Ramsgate lugger, and with great difficulty, owing to the heavy sea, the Life-boat succeeded in rescuing the remaining 5 men. The boat then had to make for Ramsgate, the wind and tide preventing her returning direct to her station.

GORLESTON.—On the 11th November, at 7 P.M., the Life-boat *Leicester* went off to a vessel which was showing signals of distress in the roads, during a heavy gale from S.W. The vessel proved to be the brig *Anna Maria*, of Blyth, bound from Cronstadt to London, with a cargo of oats. She had been run into and had lost her bowsprit, and was in danger of coming into collision with another vessel which had driven close to her. The crew of the brig, consisting of 7 men, were taken into the Life-boat, which then rode astern of the vessel for five hours. On the wind then moderating, the crew returned to

their vessel, which, with the assistance of a tug, was brought safely into harbour at 10 o'clock on the next morning. In riding by the vessel during the stormy night, great danger was incurred by the Life-boat of being run into by vessels driving from their anchors, as well as by the heavy sea.

THURSO.—On the 11th November, during a strong gale from the S.E., at about 6 P.M., the *Charley Lloyd* Life-boat proceeded, at the request of the master, to the *Vine*, a vessel which was at anchor off Thurso, and brought ashore her crew of 2 men. She also went alongside the schooner *Barrogill Castle*, and took off her crew of 5 men. Having landed them safely at Scrabster, the Life-boat went off again and brought ashore the crews, numbering 12 men, from the schooners *Guiding Star*, of Wick, *Kate*, of Ramsey, and *Alfred and Emma*, of Barrow.

On the 16th November, this Life-boat was also launched during a very heavy gale of wind, and again brought ashore the crew of 5 men from the schooner *Barrogill Castle*, and 4 men from the schooner *Guiding Star*, of Wick, these men having returned to their vessels which rode out the gale on the 11th inst. The boat afterwards assisted to save the distressed schooner *Kate*.

GREAT YARMOUTH.—On the 11th November, during a strong S.S.W. gale and heavy sea, the *Abraham Thomas* Life-boat was launched at 11.15 P.M., and succeeded in rescuing the crew, 4 in number, from the schooner *Agnes and Helen*, of Bangor, which vessel had stranded near the Britannia pier. One of the Life-boat men was washed overboard by the heavy sea, but was happily rescued. The Life-boat returned ashore at about 1 o'clock on the following morning; and at 1.15 she again went out and, with some difficulty, saved 6 of the crew of the brig *Beatrix*, of Whitby, which had also stranded near the Britannia pier; one man had previously been rescued by the rocket apparatus.

At 3 o'clock, immediately after the Life-boat landed from the brig, the schooner *Allerton Packet*, of Whitstable, parted from her anchors and went ashore near the North Battery. The Life-boat was at once launched again and taken alongside the

vessel, when she succeeded in rescuing her crew of 5 men.

These services were performed during extremely stormy weather, the sea being very heavy and the wind at times blowing a hurricane.

ABERSOCH.—On the 11th November, at about 3 P.M., the schooner *Jane and Ellen*, of Nefyn, which had parted from her anchors, was observed to show a signal of distress, having struck on a bank at the mouth of the river Soch, during a heavy gale from W.S.W. The crew of the *Mabel Louisa* Life-boat were summoned and the boat was launched, and succeeded in bringing the vessel's crew, consisting of 3 men, safely ashore.

ST. DAVID'S.—On the 11th November, at 5 P.M., it was reported that there was a vessel stranded on Ramsay Island. The crew of the Life-boat *Augusta* immediately proceeded to the station, rockets and blue lights were fired, but no answer was made from the wreck. It was then blowing a perfect gale from W.S.W. with heavy rain. It was found impossible to launch the Life-boat; but at 5 o'clock on the following morning she proceeded, and had a hard pull for four hours to gain the wreck. The vessel was found to be the brigantine *Mystic Tie*, of Ardrossan. The mate and 6 of the crew had managed to get on a small rock called Cantour, from which they were rescued with much difficulty by the crew of the Life-boat by hauling them through the surf in a life-buoy. The last man rescued had a very narrow escape of being drowned, a huge breaker washing him from the rock before he could get into the buoy or cut the line which had fouled on the rock with a turn around his wrist and foot. The crew of the Life-boat, however, bent to their oars, and the boat was pushed in amongst the breakers; the bowman then cut the line, and with others seized the man, and the boat shot back in safety. The man was in a dangerous condition when rescued, and the boat therefore immediately made for the mainland to obtain medical assistance. The master and one of the crew of the vessel had with difficulty succeeded in swimming ashore, while one man of the crew had been drowned. In recognition of the gallantry displayed by the crew of the Life-boat on this occasion, the thanks

of the Institution, inscribed on vellum, were voted to Capt. JOHN REES, the Hon. Secretary of its St. David's branch, who acted as bowman, and to Capt. DAVID HICKS, the coxswain, and an extra pecuniary reward was granted to the crew of the boat. The master of the vessel wrote to the Institution expressing his high appreciation of the manner in which the service was performed.

RAMSGATE.—On the 12th November, signals were shown by vessels ashore in Pegwell Bay. The Life-boat which had been temporarily placed on this station in lieu of the *Bradford*, which had been rendered unfit for further service by collision on the 6th inst., was manned and went off in tow of the harbour steam-tug *Aid*, first to a stranded barque, but their assistance was declined; they then went to two other stranded vessels, but found that other boats were assisting them. They then made for a schooner ashore sunk on the Main. On arriving abreast of her the Life-boat was slipped from the tug, sailed alongside and took off the crew of 5 men, and then returned to the tug and put the rescued men on board her. The vessel was the schooner *George and Valentine*, of and from Dunkirk, to Cherbourg, with a cargo of coal. The tug then returned to the harbour and landed the men, and the Life-boat proceeded to the barque first spoken, and with the assistance of the tug which came alongside the vessel on the tide flowing, the barque, which proved to be the *Noach I.*, of and from Rotterdam, to Batavia, with a general cargo, was taken into Ramsgate harbour. She carried a crew of 20 men.

On the 24th November, the Life-boat and steam-tug again went out, during a strong E.N.E. gale and a tremendous sea, at about 10.45 P.M., and brought into Ramsgate harbour the fishing-vessel *Success*, which had just been brought to anchor, having had all her sails blown away.

On the following day, the Life-boat and tug proceeded and rescued the schooner *Starling*, of Goole, and brigs *Happy Return* and *Reward*, of Guernsey, and their crews, numbering 21 men in all.

On the 7th December, the tug and Life-boat went out at about 6 A.M., in reply to signals of distress, and succeeded in saving the brig *Eidswoold*, of Arendal, Norway,

bound from Sundsvall, Sweden, to Poole. She had gone ashore on the S.E. Goodwin Sands. She was laden with deals, and had become waterlogged. The vessel had a crew of 8 men.

COURTOWN.—On the 19th November, the Life-boat *Alfred and Ernest* went off to the assistance of the s.s. *Rainton*, of Glasgow, which had grounded on the North end of the Glassgorman Bank during squally weather, the wind blowing from the W.N.W. The Life-boat took out a hawser, and towed the steamer's boat with a kedge anchor astern of the vessel, by which means she was got afloat and proceeded on her voyage.

PORTHOUSTOCK, CORNWALL.—On the 22nd November, at about 8 P.M., signals of distress were seen off Porthoustock. The Life-boat *Mary Ann Story* was immediately launched and proceeded to the wreck, reaching the Manacles Rocks at about 8.30. The vessel, which proved to be the ship *Ceres*, of Greenock, 861 tons, from Moulmein, East Indies, with a cargo of teak wood, was on a most dangerous ledge of rocks called the Dollay Lay. A strong W. gale was blowing at the time, and the sea was running fearfully high, with a heavy ground swell. The Life-boat successfully veered down on the wreck and rescued 13 of the crew; 10 persons, including the captain's wife, nurse, and 2 children, had previously left in the pinnace. The Life-boat then proceeded in search of the boat, which was found about a mile distant, drifting helplessly with the wind, two of her four oars having been broken by the heavy seas. These 10 people were also taken on board the Life-boat, and all were safely landed at Porthoustock; 23 persons altogether being thus saved by the Life-boat.

HOWTH.—On the 22nd November, the *Clara Baker* Life-boat put off to the smack *Arrow*, of Guernsey, which was in a sinking state in the middle of the harbour, and remained by her until she grounded and the water had left her.

NEW BRIGHTON.—On the 23rd November, at 2.15 A.M., signals of distress were shown by a vessel ashore on the Brazil Bank. The Tubular Life-boat *Willie and Arthur* proceeded in tow of the steam-tug *Knight*

of the *Cross* to the stranded vessel, which was found to be the s.s. *Bohemian*, of Liverpool. The master stated that he did not require the aid of the Life-boat, which therefore returned to shore; but after she had arrived back at her station the steamer came with a message, requesting that the boat would return and stay by the vessel, in case she should not get off on the flood tide. The Life-boat therefore again went off to her. Fortunately about two hours before high water the steamer floated, and was taken by tugs up the Mersey.

HOLYHEAD.—On the 23rd November, at about 3.30 A.M., during a very heavy gale, signals of distress were seen in the bay. The Life-boat *Thomas Fielden* was immediately launched, and proceeded in tow of a steamer to the assistance of a French brig ashore at Nimrod Rocks; and having made a line fast to the vessel, she was towed into harbour. The boat afterwards proceeded to the three-masted schooner *James Carthy*, the water being too low to admit of the steamer going near her, and rescued her crew of 10 men. Very great difficulty was experienced in effecting this service, the heavy seas breaking completely over the vessel and Life-boat.

LLANDDWYN.—On the 23rd November, the Life-boat *John Gray Bell* went out through a very heavy surf and rescued 9 of the crew of the three-masted schooner *Fred. Eugene*, of Portland, Maine, which was in distress off Llanddwyn Point, having lost her sails during a heavy W.N.W. gale. The rescued men were in an exhausted condition when rescued. Two others of the crew had unfortunately been drowned before the arrival of the Life-boat. A letter has been received by the Hon. Secretary of the Llanddwyn branch of the Institution from the master of the wrecked vessel, returning heartfelt thanks for the services rendered to himself and his crew on this occasion.

On the 29th December, the brigantine *Test*, of Portmadoc, was on a voyage from Bristol to that port, when her ballast shifted and she had to hoist signals for assistance. In response thereto, the *John Gray Bell* Life-boat was launched, and with her help the vessel was brought safely into harbour.

MARGATE.—On the 24th November, during a strong gale increasing to a hurricane from E.N.E., with heavy squalls of rain and sleet, and a high sea, at about 9.30 P.M., the *Quiver* Life-boat was launched in reply to signals of distress, and proceeded amongst the vessels, from fifty to sixty, in the roads. They spoke several of them, and one schooner, after they had passed, showed a flare, but it was quite impossible for the Life-boat to get back to her. The vessel in response to whose signal the boat was launched continuing to signal by burning several flares at the same time, and throwing up rockets, the Life-boat proceeded towards her, and eventually reached her and found she was the barque *Hero*, of North Shields. She had parted from one anchor, and was dragging the other and striking the ground in $3\frac{1}{2}$ fathoms of water. After her crew of 15 men had been taken into the Life-boat, the rescue being accomplished with great difficulty and danger, the vessel parted from her second anchor and continued to beat in on the beach. The boat then proceeded to the aid of another vessel which was exhibiting signals of distress. She was found to be the brigantine *Louisa*, of Weymouth, with a crew of 7 men. Two of the Life-boatmen were put on board the vessel to run her into a place of safety, which they eventually did by the aid of the Life-boat, which kept ahead and showed a course; this they were able to do, it being moonlight, and in this way they reached Whitstable at about 4 o'clock on the following morning. The Life-boat arrived back at her station at about 3.30 in the afternoon. The crew of the boat suffered severely from the exposure incurred in rendering these services. The second Service Clasp of the Institution was presented to Mr. WILLIAM GRANT, coxswain of the Life-boat, and an extra reward to the crew of the boat in recognition of their services on these occasions.

PADSTOW.—On the 24th November, the Life-boat *Albert Edward* was launched to the aid of a vessel showing signals of distress, during a strong N.E. gale and heavy sea. She had brought up in a dangerous position on the inner edge of the Doom Bar Sand. On speaking the vessel, the master stated that he required a pilot; but as the sea was then too heavy for the pilots

to go out, the Life-boat, at the captain's request, remained by the vessel until she was able to enter the harbour in safety. She was the s.s. *Ogmore*, of Hayle, bound from Porthcawl to Portreath, with a cargo of coal.

BROADSTAIRS.—On the 25th November, the *Samuel Morrison Collins* Life-boat was taken to Margate Roads in tow of the Ramsgate Harbour steam-tug *Aid*, during a strong N.N.E. gale and heavy sea, when she succeeded in saving the crew of 5 men from the schooner *Jane Cameron*, which had sunk on the Nailer Rock near Margate. In conjunction with the *Aid* and a London steam-tug she also saved the distressed schooner *Gleaner*, of Southampton, and her crew of 4 men, and the derelict brigantine *Mermaid*. The two latter vessels were towed safely into Ramsgate harbour. The *Gleaner* was bound from London to Plymouth with a cargo of wheat; and the *Mermaid*, with a cargo of coal, was on a voyage from Newcastle to Guernsey.

The crew of the *Jane Cameron* had a narrow escape, and they were only saved with great difficulty and danger; they were in the rigging of the wreck which was rapidly breaking up, a very heavy sea breaking over it at the time the rescue was accomplished by the Life-boat.

KESSINGLAND.—On the 30th November, at 11 o'clock in the morning, a brig named the *Lady Havelock*, bound from Sunderland to Jersey, with a cargo of coal, was observed to be making for the inner passage, inside the Barnard Sand, but the tide being low she struck on Benacre Point and filled with water. The Life-boat *Grace and Lally*, of Broad Oak, was promptly launched and succeeded in reaching the vessel, and rescuing her crew, consisting of 8 men, who were conveyed to Lowestoft.

On the 12th December, this Life-boat proceeded to the aid of the schooner *Barkley*, of Ipswich, and with great difficulty succeeded in rescuing her crew consisting of 5 men. The vessel had also struck on Benacre Point and became a total wreck; the crew had taken to the rigging, and the sea was breaking over the vessel when the Life-boat reached her. The *Barkley* was on a voyage from Sunderland to Ipswich with a cargo of coal.

HARWICH.—On the 2nd December, the Life-boat *Springwell* proceeded out at about 10.30 P.M., in response to signals fired from the Sunk light-ship. On arriving at that light-ship, it was stated that signals had been made from the Kentish Knock. The boat then proceeded to the Long Sand, and there found the Swedish barque *Jacob Langstrum* a total wreck on the sands. She had a crew of 8 men on board, who were rescued by the Life-boat with some difficulty on account of the heavy sea, the wind blowing strong from the N.E. The boat remained in sight of the ship until daylight, when the steam-tug *Harwich* came up, the rescued crew were placed on board her, and the boat was towed back to her station, which was reached at noon.

WINCHELSEA.—On the 22nd December, at about 6.45 P.M., signals of distress were reported to have been shown about two miles west of the Life-boat station. The *Storm Sprite* Life-boat proceeded, and with some difficulty succeeded in rescuing the crew, consisting of 4 persons, from the rigging of the schooner *Vier Bröders*, of Groningen. The vessel had stranded at low water during a S.W. wind and heavy sea, and she soon afterwards broke up.

HARTLEPOOL.—On the 23rd December, at about 7 A.M., the brig *Berdinkha*, of Hartlepool, ran ashore on the North Sands at half tide. When the tide rose, the sea and wind became stronger, and at about 2.30 P.M. three steam-tugs went to her assistance, but could not render any service owing to the vessel being too far inshore, and the strong sea rolling in. At about 3.45 P.M. those on board the brig, numbering 20 persons (12 of whom had gone on board at low tide to assist in getting her off) made signals of distress. The rocket apparatus was got out, and with its aid 6 persons were brought ashore. The Life-boat *Charles Mather* was launched as soon as possible, and succeeded in rescuing the remaining 14 persons from the wreck.

ORME'S HEAD.—On the 24th December, at about noon, the s.s. *King Ja Ja*, of Carnarvon, exhibited signals of distress in Llandudno Bay. The Life-boat *Sisters' Memorial* was launched, and on arriving at the vessel it was found that her engines

and boilers had been disabled, and that she was dragging her anchors. The wind was blowing a gale from N.N.W. at the time, and the sea was running very high; the crew of the steamer, numbering 10 men, were therefore taken into the Life-boat, though with great difficulty, and brought safely ashore. The gale subsequently abated, and a steam-tug which arrived during the night towed the vessel out of her dangerous position.

GREENCASTLE.—On the 26th December, the three-masted schooner *Beautiful Star* was observed close upon the Ton Bank, showing signals of distress. The Life-boat *Mary Annette* went off to her assistance and put 4 of her crew on board the vessel, and with their aid the schooner was got under way, and taken to a place of safety. The wind was blowing a strong gale, accompanied by a very heavy sea and showers of hail.

EYEMOUTH, N.B.—On the 26th December, the smack *Prospect*, of this place, came into the bay before daybreak, and as the sea in the roadstead was heavy at the time, her anchor was dropped but

did not hold; the waves then drove the vessel in towards the beach, placing her in a most perilous position. The Life-boat *James and Rachel Grindlay* was launched and succeeded in rescuing the smack's crew, consisting of 2 men. The wind was blowing from the N.W. at the time, and the sea was very rough, at times completely covering the Life-boat; snow was also falling heavily. The vessel shortly after her crew had been saved drove upon the beach and became a total wreck, although every effort was made by the Life-boat to save her.

PALLING.—On the 29th December, at 2 P.M., the *British Workman* Life-boat proceeded to the North Float light-ship, in reply to guns fired from that vessel. On arrival it was found that the master and his wife, and the crew of 10 men of the three-masted schooner *Ensimainen*, of Borga, Finland, were on board the light-ship, they having taken to their boats on their vessel stranding on the Hasborough Sands during the night. These persons were taken on board the Life-boat and safely landed.

"MAN THE LIFE-BOAT."

THE following lines, which graphically describe the rescue of a shipwrecked crew by one of the Life-boats of the NATIONAL LIFE-BOAT INSTITUTION, were written by WILLIAM POTTER, a coast-guardman and coxswain of the Cahore Life-boat, on the shipwreck and rescue of the crew of the Austrian barque *Nanta*, lost on a bank off Cahore, in county Wexford, on the 18th January, 1877. The *Nanta* left Glasgow on the 10th January, bound to Lussino, with 641 tons of coals and 50 tons of pig iron on board. At 6.30 A.M. on the 18th she struck on the Long Bank, and at 8.30 on the Rusk Bank, near Cahore. At daylight, through the heavy storm and mist, the barque was observed from Cahore to strike on the bank and show signals of distress. Under the directions of the late Captain D'OLIER GEORGE, the Hon. Secretary of the Cahore Branch of the NATIONAL LIFE-BOAT INSTITUTION, the Life-boat of the station was launched, in charge of POTTER, her coxswain, when after four hours' incessant

toil she succeeded in carrying off the whole of the crew, thirteen in number. Owing to the heavy sea breaking over the ship, which was lying stern on to the sea, the Life-boat could not get alongside, so the anchor was let go, and the boat veered astern under the mainyard, from which the crew, as opportunity offered, swung themselves into her; the sea during the whole time breaking with great fury over both ship and boat. The rescue of the crew was considered to be the most courageous which had ever taken place on that coast, and is in these homely verses faithfully delineated.

Fierce blew the storm, and the rain fell in
torrents,
As at daybreak I sped to the shore
To scan with my glass o'er those treacherous
currents
That sweep round the banks off Cahore.

Ere long through the gloom and the mist I espied
A ship rushing forth to her grave,
And the flag of distress then I also descried;
'Twas to signal the Life-boat to save.

I gave the alarm, "There's a ship in distress,
I saw her dark hull strike the bank.
Bear a hand, man the boat, use [the utmost
express,
The weather is stormy and dank."

Our Secretary shouts, "Bear a hand, tie your belts,
men,

One moment's delay may prove fatal,"
Whilst he manfully pulls at the ropes, and cries
"Haul, men,

That ship 'gainst those waves cannot battle;
Come, bear a hand, Coxswain, is your gear in the
boat?"

"Oh yes, Sir, all's snug in her now."
"Bear a hand, bear a hand, men, and get her
afloat,

Take this rope to the pier from her bow."

Soon the Life-boat is launched and each man
grasps his oar,

"Give way, my brave men, for the ship."
The signal's then given to those stationed on
shore

The ropes of the Life-boat to slip.

They tug at the oars, every muscle they strain;
But the tide is against us, we see;
And also the storm and the cold pelting rain,
As well as the heave of the sea.

Slacks the tide now a little, I'm sure we gain
ground;

Why the flagstaff's now on with the tree:
Give way, my brave men, ere those seamen are
drowned,

See yon fragments of wreck pass our lee.
Ah! there goes a rocket, mark its course through
the air,

It falls 'tween the ship and the land.
What now are their feelings? why, of utter
despair,

They know not that help's nigh at hand.
What joy fill'd each breast, when to seaward
career'd,

The red, white, and blue boat they view!
To them like an angel of mercy appearing,
She revives again hopes 'mongst the crew.

All's activity now, they prepare for the spring,
And ropes to the yard's quarter fasten;
Now all being prepared for the dangerous swing,
They back to their shelter fast hasten.

The breakers we enter, they rise on our weather;
Look out! keep her head to the sea;
Let's meet them, my lads; pull the blue oars
together,

Ere we're forced on their crests far to lee.
We meet them, they strike us, they quite fill the
Life-boat,

To the seas they slew round her quarter;
They stun some strong men, and the ropes about
all float,

But free is she soon from the water.
Give way, now's your time, let your courage
prove true,

There's a slant, we near the wreck fast.
Now ease on your white oars, and pull up the
blue,

Your anchor get ready to cast.
We reach our position, outside of the stranger,
The anchor let go, back astern.

Be cool, men! be cool, men! we'll soon brave
the danger,
And quick to the shore will return.

Back astern, there's a life-buoy thrown o'er the
ship's side,

A rope attached to it I see;
Stand by to catch, 'twill shoot here with the tide
That's eddying from under her lee.

Grappled quick is the life-buoy, hauled out of the
water,

And soon are our ropes all attached
To the dark stranger's bow and to her lee quarter,
And one to her midships made fast.

As the space 'twixt the ship and the Life-boat
decreases,

Increases the danger tenfold,
For the waves clasp the wreck in their direful
embraces,

Tear through her bulwarks and enter her hold.

Anon on the crest of the waves the boat rises;
Again she's engulfed 'neath her lee;
But the self-freeing beauty those waves now
despises,

Her bow being turned to the sea.

Now a Greek, from the land where Byron was
buried,

In frenzy springs into the tide,
And is well-nigh indeed to eternity hurried
By being killed 'tween the boat and ship's side.

Catch him quick ere he sinks, see that cut on his
head.

With a strong arm he's grasped whilst afloat,
Then assisted by others, whilst freely he bled,
Half stunned he's flung into the boat.

We now plumb the mainyard, we hail them to
swing,

But the danger the ship's crew alarms;
Till one man gains courage and makes the dread
spring,

And drops midst the Life-boatmen's arms.

And thus one by one they drop from the ropes,
As the boat rises high on the water,

Till they're saved, they're all saved, and how
buoyant our hopes
As we haul off the boat from the quarter!

The seas we strive cheat, haul ahead, then astern;
Fast still are our ropes to the ship;

With your hatchets stand by! when the order is
given
To cut and the anchor to trip.

Look out! for this sea 'twill break on us with
fury,

Haul well taut your hawser, belay;
Stoop low, for your lives, men, hurry, lads!
hurry!

And make not a moment's delay.

With grandeur terrific it coils o'er the boat's bow,
Sweeps o'er her midships, bursts over her stern.

Now broken are oars by the might of the strong
blow,
And we're forced on its crest fast astern.

Be smart, now it's smooth, quick your spare oars,
get ready,

Cut the ropes, and the anchor weigh fast;
Now give way together, be steady, men, steady,
A few strokes and the great danger's past.

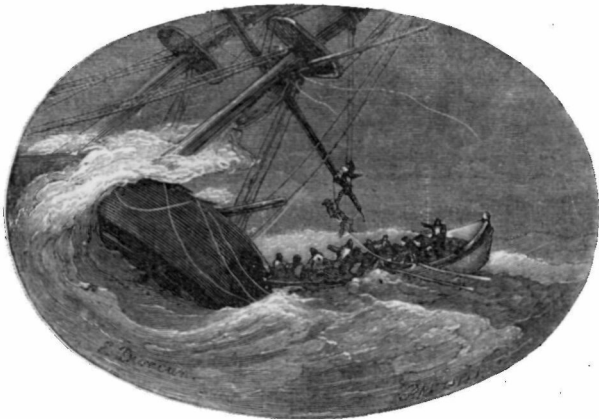
Give way, my brave men, ere the sea strikes her
broadside,

Fast forced is she now through the water;
Now ease, lads, you may! for the breakers we're
outside,

See, they burst just to lee off our quarter.

Now the dread bank is crost, and our course
 shaped for land,
 The poor perished seamen grasp each Life-
 boatman's hand,
 And we're told that they're Austrians from a land
 of the brave,
 That at life's risk we've saved from a watery
 grave.

We soon reach the shore, where excitement is
 great;
 They learn all are saved, and with joy their
 hearts beat.
 We spring from the boat, they give cheer after
 cheer;
 Her brave work is done, she's moored by the
 pier.



ADDITIONAL STATIONS AND NEW LIFE-BOATS.

PORTRUSH, CO. ANTRIM.—The crew of this Life-boat having expressed a desire to be provided with a larger boat, a new one has accordingly been furnished to them, of the following dimensions: length, 32 feet; breadth, $7\frac{1}{2}$ feet; number of oars, 10. It was provided with a transporting carriage, and, as the boat-house also required nearly rebuilding in addition to alterations to the slipway, the opportunity has been taken to rebuild the house, and thus to renovate completely the Life-boat Establishment. The new boat is named the *John Whitaker*, its expense having been defrayed from the estate of the late JOHN WHITAKER, Esq., of Blackheath, by his executor, EDWARD ABSOLOM, Esq., of Snaresbrook. It should be stated that the Great Northern of Ireland, and the Belfast and Northern Railway Companies readily granted the boat and carriage a free conveyance over their lines from Dublin to Portrush. It may also be mentioned that the first Life-boat on the Portrush Station was presented to the Institution by the late Lady COTTON SHEPPARD, and was, with her sanction, named the *Laura Countess of Antrim*.

CEMLYN, ANGLESEY.—The Life-boat contributed to the NATIONAL LIFE-BOAT INSTI-

TUTION by the Loyal Order of Ancient Shepherds, A.U., has been stationed at Cemlyn, on the coast of Anglesey. Some years ago there was a Life-boat at that place, but it had eventually to be removed to Cemaes, as there were not men enough on the spot to work the boat. There is now a sufficient number of seafaring men to take charge of a Life-boat, and at their earnest desire the Establishment has accordingly been reorganised, it being a most dangerous coast for shipping on account of the numerous outlying rocks. The boat supplied is one of the 32-foot 10-oared class, and it is provided with a transporting carriage, while a substantial house has been erected on a convenient site. The boat was publicly exhibited at Ashton-under-Lyne, under the superintendence of the Assistant-Inspector Capt. C. GRAY JONES, R.N., in connection with the Jubilee Meeting and Annual Conference of the Shepherds' Order, on which occasion it took part in a grand procession of the Order through the principal streets of the town, and was named the *Good Shepherd* by Miss ANDREWS, of Audenshaw, and launched into a lake near the town.

CRUDEN, N.B.—On the application of the Earl of ERROLL, his son, Lord KIL-

MARNOCK, and other residents, a Life-boat Establishment has been formed at Port Erroll in Cruden Bay, Aberdeenshire, where it is thought the boat is likely to render good service occasionally to the crews of vessels in distress off that part of the coast and to the fishermen of the place, *this being a rising fishing port*. The boat placed there is 33 feet long, 8½ feet wide, and pulls 10 oars double-banked; it is provided with a transporting carriage. The cost of the boat was defrayed from a gift to the Institution by "A Scot Abroad," residing at Wanganui, New Zealand, for a Life-boat to be named the *Peep o' Day*, and stationed on the Scotch coast. The public launch of the boat at its station took place on the 30th October last, in the presence of a large crowd of spectators who had assembled notwithstanding the unpropitious state of the weather. The Rev. Mr. Ross having engaged in prayer, the boat was handed to the Local Committee by Assistant-Inspector Captain JONES, R.N., in the name of the Donor and the Institution. The gift was acknowledged by the Earl of ERROLL, who said that the local residents accepted with an expression of confidence and satisfaction the presentation of that magnificent Life-boat for the special service of their coast, with the important interests and the responsible obligations which it involved; and in the name of the friends who had so nobly and munificently aided in the good cause, in the name of those who composed her crew, and in the name of all in the locality, he engaged that continuous and combined efforts should be directed to the great ends of advancing her reputation and establishing her efficiency and success, in the arduous and enterprising mission which from time to time she might have occasion to accomplish. Lady KILMARNOCK then approached the stern of the boat, in which the crew was seated, and, as she lifted the bottle and threw it against the stern, wishing success to the *Peep o' Day*, it glided down into the water, across the harbour, and out to sea. The crew exercised themselves and the boat for some time with great success, the boat behaving very well indeed, both under sails and oars in a rough sea. In the evening the committee and crew were entertained by Lord ERROLL at dinner.

NEWHAVEN, SUSSEX.—A fine new Life-boat, 37 feet long, 9 feet wide, and rowing 12 oars double-banked, has been placed at Newhaven by the Institution, in lieu of the boat sent there some years since, which was thought not sufficiently powerful for the requirements of the station. The expense of the new boat and equipment has been defrayed from a fund collected by the Jewish boys and girls of the United Kingdom. It was originated by the late Mr. MICHAEL HENRY, after whom the boat is named. The boat was publicly launched at its station on the 3rd of September, under the superintendence of Assistant-Inspector Captain JONES, R.N., when the presentation of the boat to the Institution was made on behalf of the donors by Mr. JOSEPH SEBAG, nephew of Sir MOSES MONTEFIORE, Bart.; and the ceremony of naming was performed by Miss SEBAG, after a religious service by the Rev. Dr. ADLER, the Jewish Rabbi.

NEWBURGH, N.B.—On the recommendation of the Inspecting Commander of H.M. Coastguard and the Inspector of Life-boats, the Institution has formed a Life-boat Establishment at Newburgh, at the mouth of the river Ythan, Aberdeenshire, where numerous shipwrecks had occurred at different times. A good site was offered for the boat-house, and there are a sufficient number of boatmen, chiefly fishermen, to work the boat. The Life-boat provided is a 30-foot 8-oared one, and the expense of the boat, carriage, and equipment has been met by the legacy bequeathed to the Institution by the late Miss M. A. BIRTWHISTLE, of Cheltenham, the boat being named the *Alexander Charles and William Aird*.

On the 18th November, the interesting ceremony of naming and launching the craft was performed by Mrs. UDNY, of Udney. The event was a great one in the local calendar. Fortunately the weather, if cold, was propitious for an out-door demonstration, and the good folks of Newburgh kept high holiday, assisted thereto by many visitors from Collieston, Belhelvie, and the surrounding district. The proceedings were commenced with prayer by the Rev. Mr. KRAY, who, in a few earnest remarks, commended the boat and her crew to the Divine care.

Captain JONES, R.N., Assistant-In-

spector, then addressed those present as follows:—

"I can only say to you who have got to man this boat and risk your lives, that we have every reason to believe from what we have seen and heard of you, that you will make this boat when wanted just as famous as some others on this coast to the right and left of it. The fishermen in these parts have always done remarkably well with their Life-boats. I have just a word of caution to those on shore. It sometimes happens that people have an exaggerated idea of what it is possible for a Life-boat to do. Some think that anything can be done with Life-boats, but they are not superhuman, or endowed with life. Men can only do their best, and I wish you would guard against criticising or hounding them on to do things that are impossible. It sometimes happens when they cannot possibly proceed to a rescue that they are jeered at and urged to run into needless danger, and this has the effect of disheartening the men in those cases where they might do effective service. I am sure that if they get a chance of going off to a distressed ship they will go, but do not let those on shore get up a cry afterwards if the attempt does not succeed. You have got a dangerous coast here, and many risks to run, but it is not generally to be supposed that you will have any distant spot to go to—perhaps a mile off or so—but I am quite sure that you will always show pluck enough when there is anything to do that can be done. Another thing I wish to impress upon the crew is obedience to the coxswains. In some other places we have found difficulty with the crews at the first start. Everybody wants to command, but you must try not to make much noise, but to do your duty quietly and actively."

Mr. UDNY, of Udny, then said that on behalf of the Local Committee he accepted the charge of that fine Life-boat which the generosity of a lady, through the NATIONAL LIFE-BOAT INSTITUTION, had presented to them. It would, he hoped, be the means of saving many precious lives along their dangerous coast. They would do all they could to insure its success, and he was sure the crew would do as much, if not more, than had been done in other parts about there.

Mrs. UDNY, seizing the bottle of wine hanging from the stern, then dashed it against the side of the boat, saying while doing so, "I have much pleasure in naming this boat the *Alexander Charles and William Aird*, and God bless it."

Loud cheers were raised as the boat was launched from the carriage into the water, and was rowed up and down the river. Ultimately she was taken out to sea, when the sails were hoisted, and a very satisfactory trial was made of her sailing powers.

An interesting exhibition of the working of the rocket apparatus was then given by detachments of men from the

Bridge of Don, Collieston, and Belhelvie stations.

PORTHDINLLAEN, CARNARVONSHIRE.—The Life-boat on this station, having become unfit for further service, has been replaced by a fine new 37-foot 12-oared boat, the expense of which was defrayed from a fund raised amongst the *employés* of MESSRS. COPESTAKE, HUGHES, CRAMPTON & Co. (late MESSRS. COPESTAKE, MOORE, CRAMPTON & Co.), to provide a Life-boat to be called the *George Moore*, in memory of their late respected employer, the well-known philanthropist. The boat was publicly named and launched at its station on the 30th September, under the superintendence of Assistant-Inspector Captain JONES, R.N. The zealous Hon. Secretary of the Abersoch and Porthdinllaen Branch of the Institution, the Rev. OWEN LLOYD WILLIAMS, officiated at a short religious service prior to the launch. The crew and others connected with the station were greatly pleased with the behaviour of the boat, which was tried under sail in rather a strong wind.

PORT PATRICK, N.B.—On the representation of the local residents, a Life-boat Establishment has been organised at Port Patrick on the coast of Wigtonshire, for the protection of the numerous vessels passing that port as well as for the benefit of the fishing-boats of the place when overtaken by sudden gales of wind. A substantial and commodious house has therefore been erected, and a fine Life-boat, 37 feet long, 8½ feet wide, and rowing 12 oars, provided for the station, its cost being presented to the Institution by members of the Civil Service of the United Kingdom, through the zealous exertions of the Committee of the Civil Service Life-boat Fund, of which CHARLES DIBDIN, Esq., F.R.G.S., of the Savings Bank Department of the General Post Office, is the active Hon. Secretary. This being the third boat they have been instrumental in adding to the fleet of the Institution, is named the *Civil Service No. 3*, the three boats being respectively stationed on the English, Scotch, and Irish coasts. The inauguration of the Port Patrick new Life-boat station took place on the 15th December, under the superintendence of Assistant-Inspector Captain JONES, R.N. The ceremony of naming

the boat was performed by Mrs. MACLAURIN, the wife of D. MACLAURIN, Esq., of Fernhill, the Chairman of the branch. After being tested at sea the boat was brought into the harbour and capsized, by means of a crane, to demonstrate its powers of self-righting, &c. In the evening the members of the crew and their friends were entertained at supper by Mr. MACLAURIN, when the coxswain, Mr. JAMES VINT, replied to the toast, "Success to the Life-boat and its Crew," and said, on behalf of himself and his crew, that they would all do their duty in the hour of danger and justify the confidence reposed in them.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 4th October, 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 D. ROBERTSON-MACDONALD, Assistant-Inspector of Life-boats to the Institution, on his recent visits to Palling, Hasborough, Bacton, Mundesley, Cromer, Sheringham, Blakeney, Wells, Brancaster, Hunstanton, and Cleethorpes.

Also the report of Captain C. GRAY JONES, R.N., Assistant-Inspector of Life-boats, on his visits to the Life-boat Stations at Longhope, Stromness, and Thurso.

Reported the receipt of a contribution amounting to 1,028*l.* from the Victoria Club Subscription raised to provide a Life-boat as a memorial of the late Admiral Rous.—The amount was handed to the Institution by H. W. ULPH, Esq., and GEORGE LAMBERT, Esq., Treasurers of the Fund.

Decided that the Donors be thanked, and that their gift be appropriated to the complete renovation of the Life-boat Station at Withernsea, on the Coast of Yorkshire, a new Life-boat, transporting carriage, and boat-house being provided for that place.

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

	£.	s.	d.
Mrs. TURNER, Liverpool	100	0	0
"E. V. A.," additional	5	0	0
Collected on board the S. S. <i>Elysia</i> , per Capt. A. M. RITCHIE	1	15	3

—*To be severally thanked.*
Also that the late Mrs. JANE GRAHAM GILBERT, of Yorkhill, N.B., had left the Institution a legacy of 250*l.*, through its Glasgow Branch.

The Committee expressed their regret at the lamented death of Capt. J. D'OLIER GEORGE, who had for many years past been the active and valued Honorary Secretary of the Cahore (Co. Wexford) Branch of the Institution.

Paid 3,135*l.* 2*s.* 8*d.* for sundry charges on various Life-boat establishments.

Voted 28*l.* 4*s.* to pay the expenses of the Castle-

town Life-boat in rendering the following services:—

	Lives saved.
Barque <i>Blanche et Louis</i> , of Nantes.	4
Schooner <i>Maggie Kelso</i> , of Ardrossan	3

Reported that the Broadstairs Life-boat had rendered the following services:—

Sloop Pallas, of Jersey, assisted to save vessel and crew, 5; yacht *Nellie*, of London, rendered assistance.

The particulars of these services will be found on pages 192-3 of the last Number of the *Life-boat Journal*.

Voted also 69*l.* 2*s.* 6*d.* to pay the expenses of the Life-boats at Caister, Great Yarmouth, Kingsdowne, and New Romney, in either assembling their crews or going off in reply to signals of distress shown by vessels which did not ultimately need assistance.

The Ramsgate and Douglas Life-boats had also been taken out with the view of aiding distressed vessels.

Voted 13*l.* to 12 men, of Kinsale, Ireland, for putting off in two boats and saving 5 of the crew of a Seine boat of Old Head, County Donegal, which had been capsized off Blackhead during a S.W. wind and heavy sea, on the 28th August.

Also 8*l.* 10*s.* to 8 men for putting off in a boat and, at much risk to life, saving 3 men belonging to the fishing-boat *St. Columb* which had been capsized by a heavy sea off Troy Island, County Donegal, on the 28th May.

Also 3*l.* 10*s.* to 7 men, of Swanage, Dorset, for putting off in a boat and saving the fishing-boat *Ranger* and her crew of 2 men, that boat having lost her gear and sails during a strong W.N.W. wind, on the 3rd September.

THURSDAY, 1st November:

The Chairman of the Institution in the Chair.

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

Also the Report of Rear-Admiral J. R. WARD, Inspector of Life-boats to the Institution, on his recent visit to Clacton-on-Sea.

Also the Report of Rear-Admiral R. MACDONALD, Assistant-Inspector, on his visits to Dunbar, Holyhead, Cemlyn, and Rhoscelyn.

Also the Report of Captain JONES, R.N., Assistant Inspector, on his visits to Huna, Ackergill, Lossiemouth, Buckie, Banff, Peterhead, Cruden, Newburgh, Stonehaven, Montrose, Arbroath, Dundee, and St. Andrew's.

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

	£.	s.	d.
Lord OVERSTONE, additional	100	0	0
Collected at the Glasgow Custom House, per T. MILLER, Esq., and Mr. M. O'HALLORAN, additional	65	14	0
HENRY M. HARVEY, Esq., Hexworthy, additional	50	0	0
Bristol Histrionic Club, annual contribution in aid of the support of their Life-boat at Lossiemouth, N.B.	50	0	0
Miss ENGLISH and Officers and Children of Licenssed Victuallers' School, in aid of support of <i>Licensed Victualler</i> , Life-boat at Hunstanton, additional	4	4	0
Collected on board the S. S. <i>Utopia</i> , per Capt. CRAIG	2	18	11
Collected on board the Allan Line S. S. <i>Phenician</i> , per Capt. J. SCOTT	1	1	3
Collected on board the S. S. <i>King Ermyrn</i> , per Capt. G. KEMP	1	1	0

—*To be severally thanked.*

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

	£.	s.	d.
The late Miss CHARLOTTE SPURRELL, of Brampton, Norfolk (for Great Yarmouth Branch)	100	0	0
The late Miss ELEANOR BART, of Weston-Super-Mare (to Bristol branch) (duty free)	50	0	0

Reported also that the new Life-boats for Cruden, Newburgh, and Huna (N.B.), and Cemlyn (Anglesey), had been duly forwarded to their stations.

Decided, on the application of the Local Residents, and the recommendation of the Inspector of Life-boats, to form a Life-boat Station at Tralee Bay, Ireland.

The site of ground for the Life-boat House was generously given by J. HURLY, Esq., of Fenit.

The cost, amounting to 1,000*l.*, of the Station had also been presented to the Institution by R. G. BUTCHER, Esq., of Dublin, in memory of his father, the late Admiral BUTCHER, and his brother, the late learned Bishop of MEATH, the Life-boat being named the *Admiral Butcher*.

—To be severally thanked.

Reported the receipt of 800*l.* from Mrs. A. BOWER, of Lessness Heath, for the new Life-boat Establishment in course of formation at Ackergill, near Wick, N.B.

Decided that Mrs. BOWER be thanked, and that the Boat be named, in accordance with her request, the *George and Isabella*.

Decided also, in accordance with the request of the Local Committee, to place an additional new Life-boat, on the tubular plan, on the New Brighton Station.

The expense of the new Life-boat had been defrayed by a Friend of the Branch.

Also to replace the present Life-boat at Dover by a new and larger boat, and thoroughly to renovate the Life-boat house.

Reported that Captain T. B. GIBBS, Honorary Secretary of the Teignmouth Branch, had recently organised a bazaar there with the view of raising the cost of an additional Life-boat to be placed on the West Coast of England. Altogether the bazaar had realised 326*l.* 9*s.* 1*d.*, including the handsome contribution of 100*l.* from B. A. ARNOLD, Esq., Chairman of the Branch, who had kindly allowed the bazaar to be held in the grounds of his house. Decided that the special thanks of the Institution be presented to Mr. ARNOLD, Captain GIBBS, and the ladies and gentlemen who assisted them at the bazaar.

The Committee expressed their regret at the death of Captain PUCKFORD, R.N., who had for many years been Chairman of the Plymouth Branch of the Institution, and had long been a warm friend of the Life-boat cause.

Paid 1,701*l.* 8*s.* 2*d.* for sundry charges on various Life-boat Establishments.

Voted 19*l.* 11*s.* to pay the expenses of the Cemaes and Teignmouth Life-boats, in rendering the following services :—

	Lives saved.
Ship <i>Sarah</i> , of Yarmouth, N. S.	18
Three Teignmouth fishing-boats	10

Reported that the Buddon Ness, Broughty Ferry, and Lowestoft Life-boats had respectively performed the following services :—

Brig *Atma*, of Drammen, rendered assistance.
Brig *Hope*, of Hartlepool, assisted to save vessel and crew of 8 men.

[The particulars of these services will be found on page 209 of the *Life-boat Journal*.]

Voted 104*l.* 17*s.* 6*d.* to pay the expenses of the Life-boats at Castletown, Skegness, Rye, Winchelsea, Plymouth, Swansea, Cleethorpes, Brancaster, Courtmacsherry, Torquay, and Ballywalter, in either assembling their crews, or putting off in reply to signals of distress exhibited by vessels not ultimately needing the aid of the boats.

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

Reported that the EMPEROR OF AUSTRIA, had presented, through the Austro-Hungarian Consular Agent at Waterford, Ireland, a silver Cross of Merit to each of the two coxswains of the Cahore Life-boat, and 11*l.* to her crew in recognition of their services on the occasion of the rescue by that Life-boat of the crew, consisting of 13 men, from the barque *Nanta*, of Lussino, which was wrecked on the Rusk Bank during a strong S.E. gale, on the 18th January last.

Voted 1*l.* to 2 men for putting off in a boat and saving 4 persons from a fishing-boat of Lunnasting, which had been too deeply laden with fish, and was in a sinking condition near Whalsey Sound on the 13th September.

Also 4*l.* to some men for going to the rescue of the crew of the wrecked flat *Blue Jacket*, of Liverpool, on the 7th October.

THURSDAY, 6th December :

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 Eastbourne, Liverpool, and New Brighton.

Also the report of Assistant-Inspector Rear-Admiral R. MACDONALD, on his visits to Newhaven, Eastbourne, Hastings, Rye, and Winchelsea.

Also the report of Assistant-Inspector Captain JONES, R.N., on his visits to Cruden, Thurso, Anstruther, Port Patrick, North Berwick, Dunbar, and Eyemouth.

Reported the receipt of 900*l.* from Mrs. HARGREAVES, of Cleygate, near Esher, to defray the cost of the Life-boat Station now being formed by the Institution at Dartmouth.

Decided that Mrs. HARGREAVES be thanked for her munificent gift, and that the Life-boat be named, in accordance with her request, the *Maud Hargreaves*.

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

	£.	s.	d.
Collected by Lady ERROLL towards the Cruden Bay Life-boat Station	175	4	11
FRANCIS JAMES, Esq., Cromwell Road	50	0	0
Miss HANNAH HARVIE, additional	50	0	0
"H. M."	25	0	0
Contents of Life-boat box and collections during the half year ending June 1877, on behalf of Clevedon Life-boat Fund, per Mrs. LAVINGTON, Clevedon, additional	5	7	3
Collected on board the Saloon Steamer, <i>Albert Edward</i> , per Mr. F. WATT, additional	2	4	3
Offertory in Harby Church, Melton Mowbray, on Sunday, 4th November, per Rev. M. O. NORMAN, additional	2	1	4
Portion of Harvest Collection in Chilton Parish Church, Suffolk, per Rev. HERBERT SMITH, additional	1	10	0

—To be severally thanked.

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

	£.	s.	d.
The late Miss MARGARET ANDERSON, of Leamington, for a Life-boat to be named the <i>Hector</i>	500	0	0
The late Madame E. H. POLAK, of Brussels	100	0	0
The late Miss MARY ANN CHRISTMAS, of Great Yarmouth	50	0	0

Reported that the Ramsgate Life-boat, the cost of which was presented to the Institution by the town of Bradford in 1865, through the Bradford Branch of the Institution, had been permanently disabled by coming into collision with her Consort, the harbour steam-tug *Vulcan*, when proceeding to a wreck on the night of the 6th November last.

Arrangements were at once made by the Institution to send to Ramsgate a temporary small new Life-boat until the large Life-boat, which was being built for the Station, was completed.

The temporary Life-boat arrived at Ramsgate on the morning of the 11th November, and before daybreak the next morning she was called out on service, and was the means of rescuing the crew of 5 men of the wrecked schooner *George and Valentine*, of Dunkirk, besides assisting to save the barque *Noach I.*, of Rotterdam, and her crew of 2 men.

Immediately the people of Bradford heard of the accident they organised a subscription to defray the cost of a new Life-boat, and in a short time contributed the whole amount of her cost (£187).

Reported that the new Life-boat for Port Patrick, N.B., had been transmitted to its Station, and that its first public launch had taken place there on the 15th December (see p. 220.)

Paid 6,085*l.* 9*s.* 8*d.* for sundry charges on various Life-boat Establishments.

Voted 378*l.* 8*s.* 6*d.* to pay the expenses of the Life-boats at Deal, Bembridge, Holyhead, St. David's, Margate, Lowestoft, Abersoch, Thurso, Great Yarmouth, Broadstairs, Howth, Porthoustock, Llanddwyn, Padstow, Kessingland, and Harwich, in rendering the following services:—

	Lives saved.
Swedish barque <i>Hedvig Sophia</i>	12
French brig <i>D'Artagnan</i>	5
Ship <i>Crusader</i> , of Liverpool	22
Brigantine <i>John Douce</i> , of Falmouth	2
Barque <i>Alpheta</i> , of Shoreham	12
Three-masted schooner <i>James Carthy</i>	10
Brigantine <i>Mystic Tie</i> , of Ardrossan	7
Barque <i>Hero</i> , of North Shields	15
Fishing-boat <i>Pet</i> , of Lowestoft	11
Schooner <i>Jane Ellen</i> , of Nefyn	3
Schooners <i>Vine</i> , <i>Barrogill Castle</i> , <i>Kate</i> , <i>Guiding Star</i> , and <i>Alfred and Emma</i>	28
Schooner <i>Agnes and Helen</i> , of Bangor	4
Brig <i>Beatriz</i> , of Whitby	6
Schooner <i>Allerton Packet</i> , of Whitstable	5
Schooner <i>Jane Cameron</i>	5
Smack <i>Arrow</i> , of Guernsey, remained by vessel.	
Ship <i>Ceres</i> , of Greenock	23
Schooner <i>Fred Eugene</i> , of Portland, Maine	9
SS. <i>Oymore</i> , of Hayle, remained by vessel.	
Brig <i>Lady Havelock</i>	8
Barque <i>Jacob Langstrum</i> , of Gothenburg	8

The Life-boats at Margate, Caister, Gorleston, Ramsgate, Broadstairs, Courtown, and New Brighton, had also rendered the following services:—Schooner *Louisa*, of Weymouth, saved vessel and crew of 7 men; barque *Augia*, of Guernsey, assisted to save vessel and 10; brigs *Craigs*, of Whitby, and *Lily*, of Guernsey, assisted to save vessels and crews, 9 men; barque *Anna Maria*, of

Blyth, saved vessel and crew, 7; schooner *George and Valentine*, of Dunkirk, 5; barque *Noach I.*, of Rotterdam, assisted to save vessel and crew, 20; fishing-boat *Success*, of Ramsgate, rendered assistance; schooner *Gleaner*, of Southampton, assisted to save vessel and crew, 4; brigantine *Mermaid*, assisted to save vessel; schooner *Starling*, of Goole, brig *Happy Return*, of Guernsey, and brig *Reward*, of Guernsey, assisted to save vessels and crews, 21; s.s. *Rainton*, of Glasgow, rendered assistance; s.s. *Bohemian*, of Liverpool, remained by vessel.

[The particulars of these services will be found detailed on pages 209-215 of the *Life-boat Journal*.]

Voted also 466*l.* 2*s.* to pay the expenses of the Life-boats at Walmer, Pakefield, Penarth, Caister, Montrose, Deal, Great Yarmouth, Kingsdowne, Margate, Southwold, Newhaven, Arklow, Porthdillan, Portmadoc, Lowestoft, Dover, Hartlepool, New Brighton, Longhope, Brixham, Hythe, Rye, Harwich, and Kingsgate in either assembling their crews, or putting off to the aid of vessels which did not eventually require their assistance.

Voted the Silver Medal of the Institution, and a copy of the vote inscribed on vellum, to Mr. ROBERT WILDS, Coxswain of the Deal Life-boat, in acknowledgment of his general services in that Lifeboat, and particularly on the night of the 1st December, when that boat rescued 22 persons from the ship *Crusader*, of Liverpool.

Also the Second Service Clasp to Mr. WILLIAM GRANT, Coxswain of the Margate Lifeboat, in recognition of his services in that boat on the 25th November.

Also the thanks of the Institution inscribed on vellum to Capt. HICKS, Coxswain of the St. David's Life-boat, and to Capt. REES, Bowman of that boat, in acknowledgment of their praiseworthy conduct on the occasion of the rescue of 7 of the crew of the brigantine *Mystic Tie*, of Ardrossan, on the 12th November.

Also the thanks of the Institution inscribed on vellum to Mr. JOHN SWANSON, Hon. Secretary of the Thurso Branch of the Institution, in acknowledgment of his continued valuable co-operation.

CIVIL SERVICE LIFE-BOAT FUND.—The annual meeting of the committee of this fund was held on the 9th January at the General Post Office. The chair was occupied by W. H. HAINES, Esq. (of the House of Lords), and after a balance-sheet had been laid before the committee by CHARLES TURNER, Esq. (Controller and Accountant General of the Inland Revenue), the report for the past year was read by the honorary secretary, CHARLES DINDIN, Esq. (of the General Post Office), showing a steady increase in the number of subscribers, which has now reached 3,621, or 3,200 more than there were five years ago. In November last the fund presented a first-class Life-boat, named the *Civil Service No. 3*, to the NATIONAL LIFE-BOAT INSTITUTION, which was immediately placed by the Institution at Port Patrick, in Scotland, where many fearful wrecks have taken place during the last twenty years. This station has been established in consequence of a petition from the principal inhabitants of the neighbouring coast, and on the advice of Lloyd's Agent. The fund has now built and supports three Life-boats, The *Civil Service* at Wexford, the *Charles Diddin* at Tyne-mouth, and the *Civil Service No. 3* at Port Patrick, and has been the means of saving 104 lives, including 6 in 1877. The report concluded with a special appeal for funds to replace without delay the Boat *Civil Service*, which has rendered noble service during the last ten years, but is now worn out.

ROYAL NATIONAL LIFE-BOAT INSTITUTION,

For the Preservation of Life from Shipwreck.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

President—HIS GRACE THE DUKE OF NORTHUMBERLAND, P.C., D.C.L.

Services of the Life-boats of the Institution in 1877.

<i>Ada Melmore</i> , barque, of Maryport 10	<i>Fuchsia</i> , schooner, of Goole 8	<i>Mountain Hare</i> , of Wexford 6
<i>Adventure</i> , dandy, of Bridgewater 4	<i>George and Valentine</i> , schooner, of Dunkirk 5	<i>Mystic Tie</i> , brig., of Ardrossan .. 7
<i>Agnes and Helen</i> , sch., Bangor 4	<i>George Brown</i> , sch., of Montrose. 2	<i>Nanta</i> , barque, of Lussino 13
<i>Aid</i> , ketch, of Hull—assisted to save vessel and 4	<i>George Evans</i> , of Newquay.... 2	<i>Nelly</i> , cutter-yacht, of London—rendered assistance.
<i>Alfred and Emma</i> , sch., Barrow 4	<i>Gleaner</i> , schooner, of Southampton—assisted to save vessel and 4	Newbiggin fishing cobs—rendered assistance.
<i>Allerton Packet</i> , sch., Whitstable 5	<i>Guiding Star</i> , schooner, of Wick 8	<i>Newland</i> , smack, of Kilkeel—saved vessel and 3
<i>Alma</i> , barque, of Drammen—rendered assistance.	<i>Hannah and Joseph</i> , Liverpool—assisted to save vessel.	<i>Noach I.</i> , barque, Rotterdam—assisted to save vessel and 20
<i>Alphaeta</i> , barque, of Shoreham ... 12	<i>Hannah Rathkens</i> , of Rostock... 5	<i>Nuphar</i> , s.s., of Shields—rendered assistance.
<i>Andromeda</i> , schooner, of London 4	<i>Happy Return</i> , brig, of Guernsey—assisted to save vessel and ... 8	<i>Ocean Packet</i> , of Harlingen 7
<i>Anna Maria</i> , brig, of Blyth—assisted to save vessel and 7	<i>Harkaway</i> , lugger, of Shoreham—saved vessel.	<i>Pallas</i> , ketch, of Jersey—assisted to save vessel and 5
<i>Ann and Elizabeth</i> , fishing coble, and another coble 7	<i>Harriet</i> , schooner, of Goole—rendered assistance.	<i>Pembrokehire Lass</i> , Milford ... 5
<i>Annie</i> , schooner, of Padstow 5	<i>Hedvig Sophia</i> , Swedish barque ... 12	<i>Pel</i> , fishing boat, of Lowestoft ... 11
<i>Ann Pritchard</i> , smack, of Carnarvon—saved vessel and 2	<i>Helene</i> , schooner, of Rye 3	<i>Plymouth</i> , schooner, of Plymouth 4
<i>Augia</i> , barque, of Guernsey—assisted to save vessel and 10	<i>Henri Helene</i> , of Nantes—rendered assistance.	<i>Portdinllen boat</i> —saved boat 2
<i>Aurora</i> , brig, of Ardrossan 7	<i>Hero</i> , barque, of North Shields .. 15	<i>Prospect</i> , smack, of Eyemouth ... 2
<i>Aurora</i> , schooner, of Christiania . 6	<i>Hope</i> , brig, of Hartlepool—assisted to save vessel and 8	<i>Queen of Hearts</i> , barque, of Miramichie, N.B. 1
<i>Azov</i> , barque, of Christiansund—saved a boat and 8	<i>Ida</i> , barque, of Glasgow 1	<i>Rainton</i> , steamer, of Glasgow—rendered assistance.
<i>B. F. Nash</i> , brig, of New York... 11	<i>Isabella</i> , schooner, of Portmadoc . 5	<i>Rebecca and Mary</i> , Carnarvon ... 6
<i>Barkley</i> , schooner, of Ipswich ... 5	<i>Iside</i> , Italian barque—rendered assistance.	<i>Result</i> , barque, of Guernsey ... 9
<i>Barrigill Castle</i> , schooner 10	<i>Jacob Langstrum</i> , barque, of Gothenburg 8	<i>Reward</i> , brig, of Guernsey—assisted to save vessel and 8
<i>Beatriz</i> , brig, of Whitty 6	<i>James</i> , s.s., of Greenock 4	<i>Sarah</i> , ship, of Yarmouth, N.S. ... 18
<i>Beautiful Star</i> , schooner—rendered assistance.	<i>James Carthy</i> , schooner 10	<i>Sarah</i> , smack 3
<i>Berdinkha</i> , brig, of Hartlepool . 14	<i>James Vinnicombe</i> , Sunderland—assisted to save vessel and 17	<i>Sarah Ellen</i> , sch., of Liverpool . 3
<i>Blanche et Louis</i> , brig., Nantes 4	<i>Jane</i> , boat, of Hunstanton 6	<i>Sea Lark</i> , schooner, of Castle Hill—assisted to save vessel and ... 5
<i>Cardigan Island</i> 4	<i>Jane</i> , schooner, of Whitehaven ... 5	<i>Sheringham boat</i> saved, and 2
<i>Ceres</i> , ship, of Greenock 23	<i>Jane and Ellen</i> , sch., Nefyn ... 3	<i>Sisters</i> , barque, of Sunderland ... 11
<i>Charm</i> , schooner, of Montrose ... 3	<i>Jane Cameron</i> , schooner 5	<i>Starling</i> , schooner, of Goole—assisted to save vessel and 5
<i>Christopher Hansteen</i> , brig, of Christiania 8	<i>Jessie</i> , schooner, of Perth 4	<i>Success</i> , fishing vessel, of Ramsgate—rendered assistance.
<i>Constantia</i> , barque, of Sunderland 12	<i>Jeune Prosper</i> , schooner 1	<i>Suez</i> , brig, of Sarpsborg 9
<i>Craigs</i> , brig, of Whitty—assisted to save vessel and 1	<i>Johanna Vron</i> , schooner, of Altona—assisted to save vessel.	<i>Supply</i> , schooner, of Newport ... 3
<i>Crocodile</i> , brig, of Dartmouth—remained by vessel.	<i>John and Elisa</i> , smack 2	<i>Tet</i> , brigantine, of Portmadoc—rendered assistance.
<i>Crusader</i> , ship, of Liverpool 22	<i>John Douze</i> , brig, Falmouth ... 2	Three Teignmouth fishing boats . 10
<i>Dakota</i> , steamer, of Liverpool ... 20	<i>Jusak</i> , barque, of Spalato 4	<i>Urania</i> , s.s., of Swansea 10
<i>D'Artagnan</i> , French brig 5	<i>Kate</i> , schooner, of Ramsey 1	<i>Victoria</i> , barque, of Sunderland . 9
<i>Darling</i> , sloop, of Beaumaris—assisted to save vessel and 2	<i>King Ja-Ja</i> , s.s., of Carnarvon ... 10	<i>Vier Bröders</i> , of Groningen 4
<i>Dilwyn</i> , brig, of Swansea—saved vessel and 8	<i>La Belle</i> , brig, of Shoreham 8	<i>Vigilant</i> , of St. Andrew's 1
<i>Dorothea</i> , barque, of Sunderland—assisted to save vessel and ... 11	<i>Lady Havelock</i> , brig 8	<i>Vine</i> , schooner 2
<i>Ebenezer</i> , smack, of Bideford 3	<i>Les Deux Sœurs</i> , ketch—assisted to save vessel and 13	<i>Wancoma</i> , schooner, of B-last ... 2
<i>Eidswood</i> , brig, of Arendal—assisted to save vessel and 8	<i>Lily</i> , brig, of Guernsey—assisted to save vessel and 8	<i>Wave</i> , schooner, of Guernsey ... 6
<i>Elizabeth</i> , smack, of Cardigan ... 2	<i>Linda</i> , yacht, of Carnsore 2	<i>White Rose</i> , smack—saved vessel 6
<i>Ensmainen</i> , schooner, of Borga . 12	<i>Lizzie Hale</i> , schooner, of Padstow 6	<i>Wohldorf</i> , barque, of Keil—assisted to save vessel and 9
<i>Eva</i> , barque, of Dublin 3	<i>Louisa</i> , brigantine, of Weymouth—saved vessel and 7	
<i>Eyemouth fishing boats</i> , assisted to save 21 boats and 21	<i>Ludworth</i> , s.s., of London—assisted to save vessel and 16	Total lives saved by Life-boats, in 1877, in addition to 35 vessels. 841
<i>Flora</i> , ship, of Liverpool—rendered assistance.	<i>Maggie Kelso</i> , sch., of Ardrossan . 3	
<i>Fortuna</i> , brig, of Oster Risør ... 6	<i>Marietta</i> , ship, of Liverpool ... 13	During the same period the Institution granted rewards for saving Lives by fishing and other boats 200
<i>Fraserburgh fishing boats</i> —rendered assistance.	<i>Martin Bailly</i> , of Yarmouth—assisted to save vessel and 6	
<i>Fred Eugene</i> , sch., Portland 9	<i>Mary</i> , schooner, of Liverpool 3	Total of Lives saved } 1,041 in 1877 1,041
<i>French brig</i> —rendered assistance.	<i>Mary Helen</i> , schooner, of Fowey—saved vessel.	
<i>Fria</i> , schooner, of Thisted—assisted to save vessel and 7	<i>Mermaid</i> , brigantine—assisted to save vessel.	

THE COMMITTEE OF MANAGEMENT have to state that during the year 1877 the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £37,860 on its 267 Life-boat Establishments on the Coasts of England, Scotland, and Ireland in addition to having contributed to the saving of 1,041 persons from various shipwrecks on our Coasts, for which services it granted 10 Silver Medals and 17 Votes of Thanks on Vellum, besides pecuniary rewards to the amount of £4,069.

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 25,428; for which services 92 Gold Medals, 886 Silver Medals, and £54,200 in cash have been paid in Rewards.

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, FENCIVAL, 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.—February, 1878.