

THE LIFE-BOAT,

OR

JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

(ISSUED QUARTERLY.)

VOL. X.—No. 109.]

AUGUST 1, 1878.

[PRICE 3s.
WITH ILLUSTRATIONS.

THE SUDDEN FOUNDERING OF SHIPS OF WAR, AND HOW TO SAVE THEIR CREWS.

We have been so accustomed to look on our Ships of War as "the safest things afloat" that our whole attention has been hitherto turned to measures for increasing the safety of our merchant vessels, and to providing the most effectual means of rescuing their crews when disaster should overtake them. Yet, from time to time we are reminded that ships of war are not infallible; that, even in time of peace, despite the advantages they possess over average merchant craft, of having a numerous crew and a staff of skilful and educated officers, they are subject to sudden catastrophes attended with serious loss of life. Thus, within the last few years, we have had, first, in 1863, the case of the *Orpheus*, a fine corvette of 1700 tons, of the latest construction and well commanded, wrecked on the coast of New Zealand, with the loss of 181 of her officers and crew; again, in 1864, the destruction of the *Bombay*, of 74 guns, by fire, off Monte Video, when 91 of her crew perished; then, in 1870, the foundering of the ironclad frigate, the *Captain*, in the Bay of Biscay, when more than 500 of her officers and ship's company went down with her; next, in 1875, the sinking of the *Vanguard*, one of our finest ironclad ships, from collision with the *Iron Duke*, when, fortunately, all hands were saved;

again, on the 24th of March last, the sudden capsizing of the *Eurydice* frigate, in a violent squall off the south coast of the Isle of Wight, when only 2 persons were saved out of 368 who were on board; and now, lastly, one of the finest ironclad ships in the German Imperial Navy is sunk, much in the same manner as our own *Vanguard*, by collision with one of her companion ships, and although all the boats of the two ships which were in company with her were promptly lowered, and other help from English smacks was at hand, about 300 of her officers and crew are said to have been drowned.

Now, if in a time of profound peace so many lives have been sacrificed by sudden accidents to ships of war, what would be the case in the event of war, when the formidable "ram" will be used as a weapon of offence, and the deadly torpedo will consign many a noble ship to sudden and fearful destruction?

It is no problematical or speculative theory which we are propounding, but a certain and ugly fact which must be encountered. Shall we then stoically accept it as a disease without a remedy, and leave the brave defenders of our hearths and homes to miserably, we had almost said ignominiously, perish without an effort to save them? God forbid!

We have heard it said that there are naval officers, and even some high in authority, who maintain that the provision of means of safety in such emergencies is not desirable—that, in the first place, it is better that the crew of a man-of-war should lose sight of danger by shutting their eyes to it, like the ostrich, which hides its head in the sand when danger approaches and then imagines itself safe, and that the precaution of preparing to counteract danger would tend to make them timid and fearful of it; secondly, that, if means were provided for escape in cases of sudden accident, the seamen would be likely to avail themselves of it prematurely and to desert their ship before the last extremity.

We feel unable to accept either of the above conclusions.

As regards the first, the same reasoning would equally apply to all cases of preparation to meet danger, and a man might as well neglect to lock up and bolt his door at night lest it should remind him that house-breakers might be abroad, or to insure his life lest it should recall to his memory the certainty of death.

As to the second conclusion, we feel almost ashamed to have to repudiate it, for surely it has never been the characteristic of the British seaman or soldier to desert his post. On the contrary, no nobler instances of courage, self-control, and discipline to the last extremity have ever occurred in the public services of any country than have been exhibited, times out of number, by the seamen in the British Navy, and surely we have no reason to imagine that the sailors who now man our fleets are one whit inferior to those who have preceded them, whose magnificent daring and devotedness have so largely contributed to their country's greatness, power, and wealth.

But, it may be said, the very profession of a man-of-war's man, as of a soldier, is to destroy life, heedless of danger to himself, and it may be thought by some that to occupy his mind with precautions and means of safety might lessen that reckless

fiery spirit which, under Nelson and our other naval heroes of the past, won such imperishable renown. We reply, that half the science of war consists of defence, and that any means which may be devised to diminish the loss of life on the sudden foundering of ships of war fall within the same category as the armour of the knights of old, the walls and casemates of land fortifications, and the armour-plated sides of our modern ships.

Assuming then that it is desirable, if not indispensable, to prevent the wholesale destruction of human beings, which modern naval warfare seems likely to occasion, the important question arises, How can that object be best attained?

In the first place, as regards the construction of the ships themselves, can anything more be done than has already been done to make them safer, or at least to prolong their flotation, after meeting with a fatal accident, before their actually foundering? We fear not, unless it be by the multiplication of divisional watertight bulkheads, and even these, in the case of ramming, might be of little avail, since the attacking vessel, after partially disabling her adversary, would, doubtless, if her own ram and stem remained uninjured, make charge after charge on her until she sent her to the bottom, unless her colours were instantly hauled down.

Secondly. When it is evident that a ship must be deserted, the only ordinary means for doing so are the boats with which she is provided, but, unfortunately, no ship of war is supplied with a sufficient number of boats to carry all those on board her, and all the larger boats being of necessity stowed inboard, they cannot be hoisted out in time to meet any case of sudden foundering, and even the cutters and other smaller boats hoisted up to exterior davits often cannot be lowered in time to be of any service, or are so overloaded that they get capsized and those in them are drowned.

Whither then shall we look for such instantaneous temporary provision as may save a whole ship's company from drown-

ing until other help, when near at hand, can be obtained? Up to the present time we must look in vain, since no such provision exists. To be sure, a few life-belts are supplied to every ship; but what would they be amongst so many? And even if a sufficient number were to be supplied to provide one for every person on board, they could not be kept on the upper deck, or in any part of the ship where they would be immediately available for use. There remains apparently but one other resource, which consists in making the hammocks and bedding of the ship's crew buoyant; which can be readily done. The especial advantages of the hammocks for this purpose are as follows:—

First. Every seaman being of necessity provided with one, they must be considered an indispensable part of the ship's furniture, hence no extra space would be required for their stowage, and being in daily use and open to daily inspection, they would require no special examination or preparation to secure their permanent efficiency.

Secondly. Their number being so large, there would be one available for nearly every person on board.

Thirdly. Being stowed on the upper deck, in the hammock nettings along the gunwales, they would be always in the best position for instantaneous use on any sudden emergency; and even if a ship foundered so rapidly as to leave no time for each man already on deck to seize a hammock from the netting and jump overboard with it around him, as shown in Fig. 2, the hammocks, unless covered over, would float of themselves, and the water's surface would be thickly strewn with them when the ship had been engulfed, all of them being effective life-buoys placed within easy reach of the struggling men around.

Assuming then that, in future, naval war-ships will be especially liable to sudden foundering, that it is a duty we owe to the men and officers on board them to prevent their wholesale destruction on such occasions, and that the *only*

available means for doing so is by making the seamen's hammocks buoyant, the important question then remains, What is the best mode of imparting to them the requisite amount of buoyancy?

Two modes have been proposed: the first being by filling the mattresses with granulated cork; the other, suggested by Admiral A. P. RYDER, by having within every hammock a water-proofed sheet, which, by being rolled tightly round the mattress and bedding before the hammock was lashed up, would, for some time after first immersion, prevent the water from saturating the mattress and blankets and thus preserve their buoyancy.

In the 81st number of this Journal, published on 1st August 1871, we first drew attention to this important subject; and again in our 83rd number we gave the results of experiments showing the efficacy of hammocks made buoyant by cork mattresses as life-buoys. As then stated by us, the idea was not even at that time a new one, buoyant mattresses, stuffed with cork shavings or granulated cork, having been patented as far back as 1855 by a Mr. RITCHIE, and afterwards made by Messrs. PELLEW and Co. They did not, however, succeed in bringing them into general use in this country either in the Navy or Mercantile Marine. They, however, made a considerable number for the Russian government; and on the sinking, within a few minutes, of a Russian frigate in the Baltic, in 1870, by accidental ramming, many of her crew were saved by the hammocks, although covered over at the time; and some weeks after, on removing the masts from the ship, the covers which had confined the hammocks got torn, when some of the latter at once floated to the surface, although they had been so long submerged at a depth where they would have been subjected to a pressure of more than 5000 lbs. on every square foot of surface.

There can be no question, therefore, that a cork mattress will retain its buoyancy to a great extent even after long immersion, and consequently that there can be no

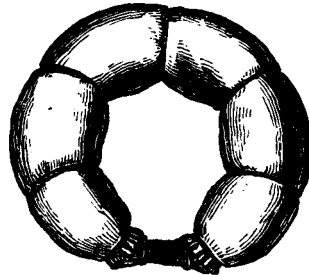
more efficacious mode of affording ample buoyancy to the hammocks in a ship of war. Since, however, the Admiralty have hitherto declined to adopt them, chiefly on the ground that they are not so comfortable to sleep on as mattresses of horse-hair, why not adopt the other alternative, viz. the waterproof sheet, in which the mattress and blankets would be closely enveloped before the hammock was lashed up, and which experiment has proved would delay their complete saturation for several hours after immersion, and would for some time provide sufficient buoyancy to support a man with his head and shoulders above the water, thus affording the temporary safety which is the object sought to be obtained?

If the objection to or prejudice against cork-stuffed mattresses should remain insuperable, we trust that the waterproof sheets will at all events be adopted; indeed, even with the cork-stuffed mattresses, they would form a valuable adjunct, not only as affording additional buoyancy, but for use when, as so often now happens, our seamen form naval brigades for land service. Each man would then have a waterproof sheet to lie on when encamped on damp or wet ground, and by going in pairs, two men could lie on the sheet of one of them, whilst that of the other would cover both. Only those who have had to lie out in the open in wet weather can fully appreciate how invaluable such sheets would be on a campaign.

Having, we hope, satisfactorily shown that it is a duty we owe to our seamen to attempt to save their lives on the sudden foundering of their ships, and, secondly, that buoyant hammocks would be the most suitable, because most readily available, media by which to effect the same, there remains to be shown the manner in which the hammocks would be most advantageously used; since the mere clinging to a floating article affords a very uncertain and inadequate help. This we will endeavour to show with the aid of the same sketches which illustrated the article in our 83rd number, above referred to.

Experimental trial has proved that the safest and most effectual mode of using a buoyant hammock as a life-buoy is to bend it until the two ends are within about 18 inches of meeting and then securely fastening the clues together, as shown in Fig. 1, thus forming a horseshoe-shaped buoy.

FIG. 1.



Hammock folded ready for use as a life-preserver.

On a catastrophe occurring, each man would then take a hammock from the netting where they were stowed, and bending it *backwards*, so as to tighten the lashing, would secure the ends by the clues and laniards, and jumping overboard with it under his arms, he would be able to swim with it clear of the ship, and to support himself on it until help should arrive.

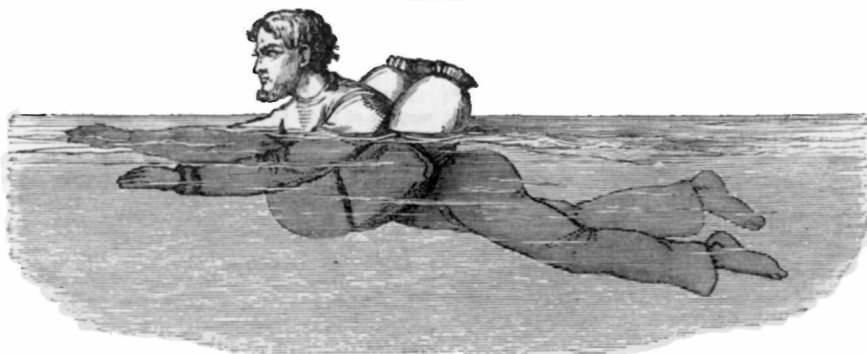
The sketch, Fig. 2, shows the manner in which a man would support and propel himself with the aid of the hammock-buoy.

Should the hammocks be covered, and the time too short to allow of unlacing the covers, the men could quickly rip them up with their knives and extract the hammocks.

Another mode in which the hammocks might be used advantageously, and which has also been proved by experiment, is by lashing two hammocks together at the ends, about 20 inches apart, so that two or even three persons, placing themselves between them, with one arm over each hammock, and facing the same end, could strike out with their legs as in swimming, and thus propel themselves through the

water, as shown in the sketch, Fig. 3. This mode of using the hammocks might, under some circumstances, be of great advantage, as two men might in this

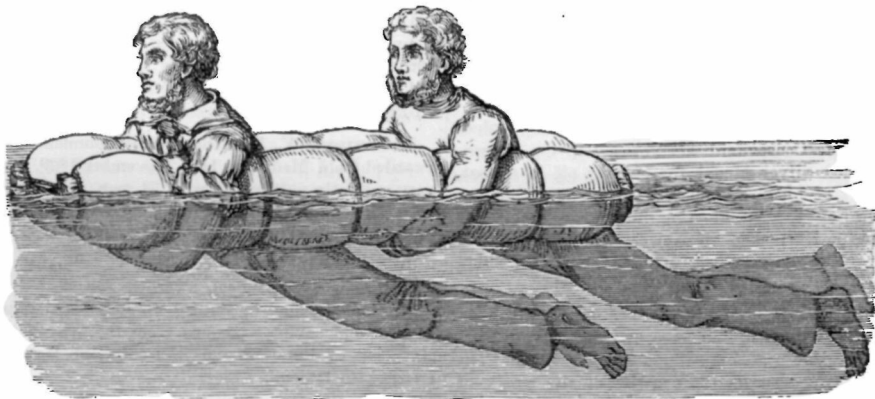
FIG. 2.



Man swimming with hammock.

manner proceed several miles through the water in a few hours, and might even convey intelligence of a catastrophe to the nearest port or to a distant vessel where assistance might be obtained. We feel that no excuse is needed for

FIG. 3.



Two men swimming between two hammocks.

our once more returning to this subject, by the sudden destruction, within so short the vital importance of which has been a period, of the *Eurydice* and the German brought home to many thoughtful persons ironclad *Grosser Kurfürst*.

MEDALS OF THE INSTITUTION GRANTED TO NAVAL AND MARINE OFFICERS.

It has been repeatedly suggested that we might publish a list of those officers of the Royal Navy and Marines now living to whom either the Gold or Silver Medal of the ROYAL NATIONAL LIFE-BOAT INSTITUTION has been awarded. We accordingly place the same before our readers. It will be seen that in nearly every instance when

the Medal was voted the officer bore a lower rank than that which he now has the honour to occupy.

We need hardly add that numerous other Medals for gallant deeds in saving life from shipwreck have been voted by the Institution from time to time to other Naval Officers who have since died; and we hope at some future period to publish narratives of their services.

ROYAL NAVY.

BAKER, W. H., Lieutenant, H.M. Coastguard, (now Captain), awarded Silver Medal for putting off in a boat, with 4 men, and saving, in several trips, after two fruitless efforts, in which the boat was filled with water and thrown back on the beach, the crew, consisting of 18 men, from the ship *Bristol*, which was wrecked between Dymchurch and Hythe, Kent, on the 9th November 1835.

BOYLE, Lieutenant the Hon. R. F., H.M. Coast Guard (now Commander), awarded Silver Medal for different services in the Tenby Life-boat, and especially for going in the boat to the brig *Policy*, of Sunderland, which vessel was wrecked, during a heavy gale, on Monkstone Rocks, on the 6th November 1859. He subsequently assisted in rescuing the shipwrecked men by means of the rocket apparatus, the Life-boat having been unable to accomplish the rescue, her cable having parted.

CAMERON, O. S., Commander, Inspecting Officer of H.M. Coastguard at Newcastle, Co. Down, awarded Silver Medal for putting off in a boat, with 2 of his men, and, at great risk, saving the crew of 4 men of the brigantine *Fame*, of Maryport, wrecked off Newcastle, during a strong S.E. wind and very heavy sea, on the 3rd December 1876.

CAY, R. B., Captain, Inspecting Commander, H.M. Coastguard, Penzance, awarded Silver Medal in recognition of his gallant services in the Penzance Life-boat on the occasion of the wreck of the barque *North Britain*, of Southampton, during a fearful gale from the S.S.W. on the 6th December 1868.

DAVIES, THOMAS, Captain, Inspecting Commander, H.M. Coastguard, Great Yarmouth, awarded Silver Medal for bravery in going out in the Yarmouth surf Life-boat and assisting to rescue 5 men from the smack *John Bull*, stranded off that port, on the 17th February 1860.

ELTON, W. H., Lieutenant of H.M. Coastguard at Lyme Regis (now Commander), awarded Silver Medal for putting off in a Coastguard boat, with 5 men, and saving 2 men from the schooner *Vulcan* and 1 man from the schooner *Maria*, which vessels were in dangerous positions near the beach at Lyme Regis, during a heavy S.W. gale, on the 18th January 1867.

ESSELL, W. F., Lieutenant of H.M. Coastguard

at Carnsore, Ireland (now Commander), awarded Gold Medal, on the 28th February 1838, for swimming out twice to the sloop *Anne and Elizabeth*, which was wrecked off Carnsore. On the first occasion he was nearly drowned; nevertheless he persevered, and ultimately he succeeded in conveying a rope to the vessel, by means of which her crew were rescued.

FELLOWES, T. H. B., Captain, Inspecting Commander of H.M. Coastguard at Penzance, awarded Silver Medal for going out in the Penzance Life-boat and assisting to rescue the crew of 8 men from the distressed brig *Willie Ridley*, of Plymouth, during stormy weather, on the 29th January 1865.

HENSLOW, F. J. F., Lieutenant, H.M. Coastguard at Dungeness (now Commander), awarded Silver Medal, on the 20th September 1882, for going out in the Life-boat at that place, and gallantly assisting to save the crew of 11 men from the brig *Osiris*, wrecked near Dungeness.

HOWORTH, W., Commander, H.M. Coastguard, Penzance, awarded Silver Medal in acknowledgment of his services on the occasions of the rescue, by the Penzance Life-boat, of the crews, consisting of 12 men, from the brig *Otto*, of Moss, Norway, and the *Marie Emilie*, of L'Orient, on the 26th January and 2nd February 1873.

HUSS, T., Master's Assistant, H.M.S. *Rover* (now Staff Commander), awarded Silver Medal, on 18th March 1833, for gallantly assisting to save the crew of 10 men from the brig *Erin*, wrecked on Plymouth Breakwater.

HUTCHISON, W., Lieutenant (now Commander), awarded Gold Medal, on 11th November 1829, for very gallantly putting off, with 12 men, in a Life-boat from Kingstown, Ireland, and saving 11 persons from the brig *Duke*, wrecked at Dalkey.

JESSE, R., Lieutenant of H.M. Coastguard at Tenby (now Commander), awarded Silver Medal for gallant conduct in putting off in a boat, with 11 men, and saving 8 persons from the schooners *Agenoria*, of Bideford, and *Alexandre*, of Havre, on the 18th December 1856.

JOHNSON, W. W. P., Lieutenant (now Admiral), awarded Gold Medal, on 10th February 1830, for courageously putting off in a boat, with others, and assisting to rescue 16 persons from the ship *Mountaineer*, wrecked on Walmer Beach.

LANGTON, T. W., Lieutenant of H.M. Coastguard at Belhelvil, N.B. (now Commander), awarded Silver Medal, on 10th March 1830, in acknowledgment of his gallant services at the wreck of the smack *Fame*, in Aberdeen Bay, on which occasion 5 of the crew and passengers were saved by a boat, and 9 were rescued by the rocket apparatus.

LYONS, WILLIAM, Lieutenant (now Commander), awarded two Silver Medals, in the years 1831 and 1840, in recognition of his gallant services in assisting to save, at different periods, 2 persons from the brig *Lady Montgomerie*, wrecked at Saltcoats, near Ardrrossan, N.B., and 4 persons from

the sloop *Industry*, of Belfast, wrecked in Glenarm Bay, Ireland.

PRIOR, T. H., Lieutenant of H.M. Coastguard at Brighton (now Commander), awarded Silver Medal, on the 17th December 1840, in recognition of his highly meritorious services on the occasion of the wreck of the brigs *Mary* and *Offerton*, and the schooner *Sir John Seale*, at Brighton and Rottingdean, when he assisted, by rope communication and wading into the surf, in saving the crews of those vessels, consisting in all of 22 persons.

ROBERTSON, D., Captain (now Rear-Admiral ROBERTSON-MACDONALD), awarded Silver Medal, in acknowledgment of his praiseworthy services in going off in the Yarmouth and Gorleston Life-boats on the 13th and 14th February 1870, and assisting to save 12 persons from the brig *Giovanina A.*, of Venice, and schooner *Favorite*, of Arbroath, wrecked respectively at Gorleston and Yarmouth.

ROBERTSON, J. H. M., Lieutenant of H.M. Coastguard at Ballinacourty, Ireland (now Commander), awarded Silver Medal, on 21st June 1837, for gallantry in putting off in a boat and assisting to save the crew, consisting of 2 men, of a small hooker wrecked on the Trout Rock, near Galway, Ireland.

STUART, T., Lieutenant (now Captain), awarded, in the years 1834 and 1838, two Silver Medals for gallantly assisting, on different occasions, to rescue the crews, consisting of 9 men, from the sloop *James* and the sloop *Edward*, of Cork, wrecked on the Irish coast.

VICARY, WILLIAM, Lieutenant of H.M. Coastguard at Atherfield, Isle of Wight, awarded Gold Medal, on 8th February 1843, in acknowledgment of his very gallant services on the occasion of the wreck of the brig *George*, at Atherfield, Isle of Wight, when 11 of her crew were rescued by means of the rocket apparatus and boats.

WAKE, B. A., Midshipman, H.M.S. *Forester* (now Captain), awarded Silver Medal, in recognition of his gallant conduct during a hurricane on the night of the 13th February 1833, when that vessel went ashore on the Crow Bar, and subsequently drifted on to Cruther Point, on the Island of Scilly, on which occasion Mr. WAKE took a line in his mouth, and, dashing through the waves, at the imminent peril of his life, succeeded in getting a hawser on shore, by means of which an officer and 16 men were brought to land.

WARD, J. R., Commander (now Rear-Admiral), Inspector of Life-boats, awarded Silver Medal, on 11th November 1852, in consideration of the risk of life he had incurred while making experimental trials with new Life-boats, during rough weather, on the coast of Northumberland.

WASEY, E. F. N. K., Captain, Inspecting Officer of H.M. Coastguard at Fleetwood, awarded Silver Medal, and Second and Third Service Clasps, in the year 1860, in acknowledgment of his intrepid services in going out on three occasions in the Fleetwood Life-boat, and assisting to rescue 21 men from the wrecked schooners *Ann Mitchell*, of Montrose, *Catherine*, of Newry, and barque *Vermont*, of Halifax, N.S.

ROYAL MARINES.

FESTING, F. W., Major, R.M.A. (now Colonel Sir F. W. FESTING, K.C.M.G., C.B.), awarded Silver Medal, for putting off in an open boat, with 12 fishermen, and, at great risk, saving 3 of the crew of the schooner *Ocean*, of Plymouth, which was wrecked, during a heavy gale, on Woolsiner Shoal, near Hayling Island, on the 14th January 1865.

RAYE, H. R., Lieutenant, R.M., awarded Silver Medal, on 8th December 1847, for gallantly putting off in a boat, with 7 men, and rescuing 7 men from the ship *Ninean Lindsay*, which was wrecked on the Tun Bank, near Londonderry.

SERVICES OF THE FREEMASONS' ALBERT EDWARD LIFE-BOAT.

(From the *Freemasons' Chronicle*.)

It will be remembered that at a special meeting of Grand Lodge, held more than a year ago, it was decided that the sum of 4,000*l.* should be voted to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, for the purpose of founding two Life-boat Stations to commemorate the thankfulness of the Freemasons of England for the safe return from India of their Grand Master, his Royal Highness the PRINCE OF WALES. On this decision being communicated to the LIFE-BOAT INSTITUTION, it at once submitted to the officers of Grand Lodge two places needing Life-boats, namely, Clacton-on-

Sea, on the Essex coast, and Hope Cove, near Salcombe, on the Devonshire coast. The EARL OF CARNARVON, the EARL OF DONOUGHMORE, LORD SKELMERSDALE, and other members of the craft fully approved of the selection of these two places for the memorial Life-boats. Three or four months ago both Stations were reported officially by the Institution to be in working order, and ready to be publicly inaugurated; but considering the season of the year, it was suggested that that ceremony might advantageously be postponed till the first or second week in

July. Meanwhile, both Life-boats, being on their Stations, were ready to render, at a moment's notice, any service that might be required of them by a ship-wrecked crew. Thus the Clacton Life-boat, the *Albert Edward*, has had an early opportunity of saving 9 persons from a watery grave. The event clearly shows the wisdom of placing her on that important Station previous to the public demonstration in July, and, we may add, the wisdom also of selecting such appro-

priate and active memorials to commemorate an event that will ever be dear to his Royal Highness the Grand Master and the craft at large. Through the courtesy of the Secretary of the NATIONAL LIFE-BOAT INSTITUTION, we are enabled to place the following particulars of the service before our readers, particulars which clearly show how admirably and systematically the work of our great and NATIONAL LIFE-BOAT INSTITUTION is carried on:—

Royal National Life-boat Institution.

LIFE-BOAT *ALBERT EDWARD*, STATIONED AT CLACTON-ON-SEA.

RETURN OF SERVICE ON THE 23RD DAY OF MAY 1878.

DATES AND CIRCUMSTANCES OF THE CASE.

The brig *Garland*, laden with 500 tons of coal, bound from South Shields to London, went ashore on the Gunfleet Sands, about S.S.W. of Clacton-on-Sea Pier, in the early part of the morning of May 23. The wind was blowing hard, and although no signals of distress were hoisted by the brig (owing to her having none on board), the representatives of the Local Committee considered it necessary for the Life-boat to put off to her, feeling almost sure that she would not come off the sands again, and that the crew must leave her. The *Albert Edward* was launched about 10 A.M., reached the brig about 1 P.M., and found her fast filling with water and breaking up. About 3 P.M. the crew, 6 men and 3 boys, abandoned her, and were safely landed at Clacton-on-Sea, at 5 P.M. A large number of persons were on the Pier to welcome the return of the Life-boat.

QUERIES.	ANSWERS AND REMARKS.
1. Name of vessel, and where belonging to.	1. The <i>Garland</i> , of South Shields.
2. Name of master, and of owners.	2. George Gibson. George Gibson, Sen.
3. Rig, tonnage, number of crew, and persons on board the vessel.	3. Brig, 283 tons register, 9.
4. Where from? Where bound to?	4. Tyne to London.
5. What cargo? or in ballast?	5. Coal, 500 tons.
6. Probable value of ship and cargo.	6. About 2,500 <i>l.</i> to 3,000 <i>l.</i>
7. Wind, weather, and state of sea.	7. S.S.W. Strong wind. Sea short.
8. Time of day. State of tide.	8. About 3 A.M. About high water.
9. Exact spot where wrecked.	9. Gunfleet Sands, about S.S.W. of Clacton-on-Sea Pier.
10. Number of lives saved by the Life-boat.	10. Nine.
11. Number of lives lost.	11. None.
12. Supposed cause of wreck.	12. Thick and squally weather.
13. Was it a total wreck, or stranded, or sunk?	13. Likely to become a total wreck.
14. Time of launching Life-boat.	14. About 10 A.M.
15. Time of reaching wreck.	15. About 1 P.M.
16. Time of returning ashore.	16. 5 P.M.
17. How did the Boat behave?	17. Capitally.
18. By whose authority was she ordered out?	18. The Committee.

QUERIES.

ANSWERS AND REMARKS.

19. Was any damage done to the Boat? Extent of repairs required.

19. No.

20. State the names of the crew of the Life-boat on this occasion, and number of times these men have been off in the Life-boat to a wreck; noting (in the third column) any special case of individual exertion.

20.

Names of Crew.	Number of Times afloat in the Life-boat.	Special Risk, if any.	Names of Crew.	Number of Times afloat in the Life-boat.	Special Risk, if any.
Robt. Legerton .	1	Nil.	Harry Hill . .	1	Nil.
Wm. Willis . .	1	„	Benjn. Ardiss .	1	„
Robt. Osborne .	1	„	Isaac Root . .	1	„
John Tyne . . .	1	„	Maurice Nicholls	1	„
Jas. Cross . . .	1	„	Robt. Seaman .	1	„
John Green . .	1	„	Jos. D. Pearce .	1	„

21. Amount, if any, of reward received locally or from elsewhere.

21. None.

22. Amount, if any, of salvage.

22. None.

(Signed)
Certified.

ROBERT LEGERTON, *Coxswain Superintendent.*

(Signed)

FRED. J. NUNN, *Honorary Secretary.*

Date, 23rd May 1878.

CLACTON-ON-SEA LIFE-BOAT.

Case of the Wreck of the "Garland."

A RETURN OF THE EXPENSES incurred by the *Albert Edward* Life-boat, on the 23rd May 1878, in rendering assistance to the Crew of the *Garland*, as per annexed Wreck Return.

Nature of Expense.	£.	s.	d.
1.—Life-boat crew of 12 men for service on the 23rd May, by saving in S.S.W. wind, the lives of 9 persons from the <i>Garland</i> , wrecked on Gunfleet Sands; at 10s. each man	6	0	0
2.—20 persons for assisting to launch and haul up the Life-boat; at 2s. each person	2	0	0
3.—The hire of 6 horses, or other means, for transport of the Life-boat, at 3s. 6d. each horse; 3 men with horses, 1s. each	1	4	0
TOTAL	9	4	0

We hereby certify that the services above stated were actually performed, and that the items specified are correct.

Given under our hands this 24th day of May 1878.

(Signed)

FRED. J. NUNN, *Honorary Secretary.*

(„)

GEO. W. DUNN, *Officer of Coastguard or Customs.*

(„)

ROBT. LEGERTON, *Coxswain of Life-boat.*

To the Secretary of the
Royal National Life-boat Institution.

REMARKS, &c., BY THE HONORARY SECRETARY, OR THE LOCAL COMMITTEE, ON THIS SERVICE.

Crew behaved well, and had some rough work to encounter. The Coxswain is thorough master of his boat, and the crew speak in high terms of him and the *Albert Edward*.

MINUTE OF THE PARENT INSTITUTION.

1878.

May 25.—Received and acknowledged.

„ 27.—Forwarded draft for 9l. 4s. to local Honorary Secretary.

THE LIFE-BOAT STATIONS OF THE UNITED KINGDOM.

XXXVIII.—WALMER.

Centurion, 36 feet long, 9 feet 4 inches beam, 12 oars.

TOWARDS the end of the year 1856 a Life-boat was placed on this station by the Institution, in aid of which the Royal Thames Yacht Club contributed 160*l*.

In the course of a few weeks she was instrumental in saving 15 men, the crew of the barque *Reliance*, wrecked in a violent gale; subsequently she saved 6 other lives, besides rendering valuable assistance to many vessels in distress.

In 1871 a new boat was launched, for the due establishment of which, including a new house, a friend of the Institution, through G. H. ASTON, Esq., of the Stock Exchange, contributed 1,600*l*.

The present Walmer Life-boat has saved 58 lives since she was placed on the station, her principal services being to ships wrecked on the Goodwin Sands.

The number of beachmen residing in the immediate vicinity always admits of an unusually fine body of men being at the disposal of the coxswain in bad weather.

The boat-house being built on the top of the steep beach of shingle, for which this part of the coast is remarkable, little time is ever lost in getting the boat fairly afloat, much of the service being performed under sail.

XXXIX.—NORTH DEAL.

The *Van Kook*, 40 feet long, 10 feet broad, 12 oars.

THE *Van Kook*, like several other Life-boats on the Sussex and Kent coasts, is built with a special view to work under sail. The prevailing gales generally set sufficiently along shore to allow a good sailing-boat from Deal to lay off to the Goodwin Sands, while the rapid tides and the distance would preclude the same voyage being successfully prosecuted under oars.

The *Van Kook*, therefore, is always kept on the top of the beach, ready for launching at short notice; the sails being hoisted at the moment of touching the water.

E. W. COOKE, R.A., Esq., and his friends presented 431*l*. to the Institution in 1863-4, to defray her cost. She has been the means of saving 103 lives from various wrecks, besides which she has rendered assistance to many vessels which were ultimately got afloat and taken into port.

Captain W. M. SANCTUARY, R.N., is the principal Honorary Secretary for Deal, Walmer, and Kingsdowne stations.

XL.—ALNMOUTH.

John Atkinson, 32 feet long, 7 feet 5 inches beam, 10 oars.

THE first Life-boat stationed at the mouth of the river Aln was presented to the Duchess of NORTHUMBERLAND by the late Mr. James BEECHING, who obtained the Northumberland prize of 105*l*. in 1851 for a self-righting Life-boat.

In 1853 the late Duke of NORTHUMBERLAND transferred the boat to the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

This Life-boat was replaced in 1865 by the *John Atkinson*, Miss WARDELL, of Tunbridge Wells, having presented 320*l*. to the Institution to defray its cost.

The river is very narrow near the mouth, and the boat might be useful in assisting coasting vessels which fail to get over the bar in bad weather. Twelve lives have been saved by the new Life-boat since the formation of the station.

The boat is kept on a carriage ready to transport along the sands to the lee of any wreck ashore out of the reach of the rocket apparatus.

Alnmouth is a small town on the north side of the stream, frequented by bathers from the vicinity in the summer.

The Honorary Secretary for the branch is H. SMITH, Esq.

SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT INSTITUTION FROM THE 1ST JANUARY TO THE 31ST MARCH 1878.

HARTLEPOOL.—On the 4th January, at about 6 A.M., the s.s. *Balmoral*, of London, ran ashore on the North Sands, off Hartlepool, at half-ebb tide. At low water she was high and dry; but when the tide rose the wind and sea began to make. At about 11 A.M. five steam-tugs arrived, and they remained by the vessel until about 4 P.M., but all their united efforts to get her off the sand failed. At about noon the Hartlepool No. 3 Life-boat was launched, and was towed by a steam-tug to the vessel, arriving about 1.30. The boat remained by her for about half-an-hour, when 9 of the steamer's crew determined to leave, and were brought ashore

by the boat. The No. 1 Life-boat also proceeded to the steamer, and after remaining by her for some time, 8 more of those on board decided to leave her, as the fires had been put out, and the sea was washing right over her decks. The captain and mate declined to leave their vessel, as they thought she would stand until the next tide. The Life-boat, therefore, proceeded ashore with the 8 men, leaving the master and mate on board. However, at about 5 P.M., a light was shown from the steamer, and the No. 3 Life-boat thereupon again went off to her in tow of a steam-tug, and took off the master and mate, and the Life-boat being

towed back to her station, landed them at about 6.15 P.M.

WHITBY.—On the 5th January, the Life-boat *Robert Whitworth* was launched at 10.40 P.M., and rescued the crew, consisting of 22 persons, from the s.s. *Oscar*, of Leith, which vessel had struck on the Whitty Rocks during thick weather and in a heavy sea, and had sunk. On the following morning the boat again went off to the steamer, taking the captain, who brought ashore various articles, the vessel being on the point of becoming a total wreck. She was on a voyage from Shields to Cadiz, with a cargo of coal, fire-clay, and bricks.

KINGSTOWN.—On the 25th January, at 9.30 A.M., a vessel was observed on the outside of the Kish Bank, about two miles distant from the Kish Lightship. The coxswain of the Kingstown Life-boat *Princess Royal* at once called for volunteers to man the boat; whereupon a number of fishermen offered their services, and at 10 o'clock the boat was launched, and proceeded to the vessel, which proved to be the Austrian brig *Olinka*. Her hull was under water with the exception of the starboard quarter, where her crew, consisting of 10 men and 2 boys, were congregated. With some difficulty these persons were taken on board the Life-boat, which then proceeded back to the shore. A strong wind was blowing, accompanied by a heavy sea and thick snow showers, during the performance of this service. The cold at times was most intense. H.I.H. THE CROWN PRINCE OF AUSTRIA, who was in Dublin at the time the service was rendered, presented 30*l.* to the crew of the Life-boat, in recognition of their services in rescuing the Austrian crew. An extra reward was also granted to them by the Institution.

GORLESTON, SUFFOLK.—On the 25th January, the Life-boat *Leicester* went off to the barque *William Naizby*, of London, which vessel had parted both her chains in a heavy squall, and had afterwards come into collision with the steamer *Romeo*, of Goole, in Yarmouth Roads. The tide being flood, and the wind northerly and very strong, it was deemed impossible to get the barque into Yarmouth Harbour, and she was, therefore, taken by two

steam-tugs to Harwich, which port was safely reached in the evening—the Life-boat accompanying them in case of accident. The vessel had lost her bowsprit, and part of her fore-foot, having touched the Scroby Sand, and her crew had left her.

PENMON.—On the 25th January, during a strong gale from the N., while the disabled steamer *Pioneer*, of Dublin, was being towed into the Menai Straits, the hawsers of the tugs broke, and the vessel drove on Puffin Island. The Penmon Life-boat *Christopher Brown* was towed out through a heavy sea, by the steam-tug *Royal Saxon*, but could not get alongside the vessel on account of the heavy surf. She was, therefore, towed round to the lee-side of the island, and, on arriving there, it was found that 10 of the vessel's crew had been landed by some Penmon pilots, 3 others having been unfortunately drowned. These 10 men were taken into the Life-boat, put on board the steam-tug, and safely landed at Beaumaris.

The thanks of the Institution, inscribed on vellum, were voted to Mr. W. M. PRESTON, the Honorary Secretary of the Penmon Branch, in acknowledgment of his services on this occasion. He ran a distance of four miles to the station to get the Life-boat ready, and afterwards went out in the boat, acting as coxswain.

RAMSGATE.—On the 26th January, at 7.45 A.M., during a moderate wind from the N., a barque was observed ashore on the North Sand Head, Goodwin Sands. The harbour steam-tug *Vulcan* and Life-boat *Bradford* were immediately manned, and left the harbour at 8 A.M. On reaching the sands a London steam-tug was seen riding near, and she was joined by another. On the tide flowing, these two tugs endeavoured to tow the vessel off; but their efforts to do so proved unsuccessful, and as the tide was driving the barque against the higher part of the sand, the master requested the Ramsgate men, who had remained by the vessel in case further help should be required, to take a letter ashore to the Italian Consul. The tug and Life-boat went ashore with this letter, and were requested by the Consul to return to the barque and assist to get her afloat. They thereupon again proceeded to the vessel, and by means of

laying out an anchor and towing, in conjunction with the other tugs, the barque was eventually got off the sand, and taken by the London tugs to Gravesend, three of the Ramsgate Life-boatmen remaining on board the vessel to assist. The Ramsgate steamer and Life-boat arrived back at their station at 8.30 A.M. on the 27th inst.

The barque was the *Prospero*, belonging to Genoa, bound from Newcastle to Constantinople, with a cargo of coal.

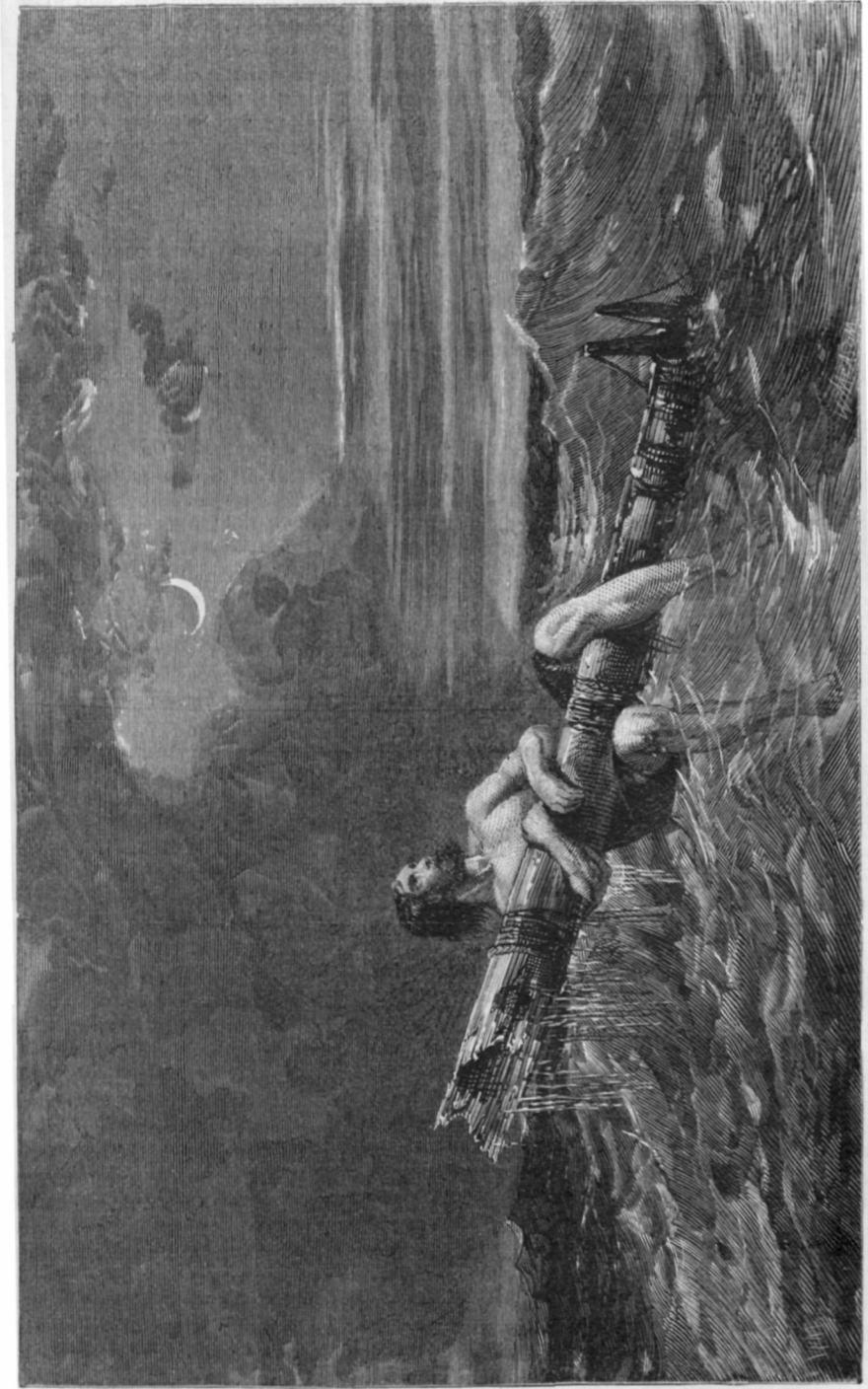
RAMSGATE AND BROADSTAIRS.—On the 23rd March, a vessel was seen ashore on the Goodwin Sands. The *Vulcan* steam-tug and the Life-boat immediately proceeded out, and steered direct for the spot. On arriving near the sand, the Life-boat was slipped, and made sail for the vessel, the anchor was let go, and the boat veered alongside. The Broadstairs Life-boat had arrived a few minutes previously. The vessel was found to be the brigantine, *Florida*, of Christiania, bound from Frederickstadt to Granville, with a cargo of deals, and the master at once engaged the services of the Life-boats and steamer to endeavour to save her. The sails were then furled, an anchor laid out, and as the tide rose, the tug backed in, and, having attached her large towing hawser on board the vessel, commenced towing. After towing for about an hour, the brigantine striking heavily on the ground the whole of the time and unshipping her rudder, she was got afloat, and taken to Ramgate Harbour. The two Life-boats were taken astern, where they assisted to steer the disabled vessel.

RAMSGATE.—On the 29th March, during a strong gale from the E.N.E., accompanied by a heavy sea, the barge *Star of Peace*, of London, was observed in a dangerous position riding at anchor in Pegwell Bay, all her sails having been blown away. The steam-tug *Vulcan* and the Ramsgate Life-boat proceeded to her assistance. After the Life-boat had made two unsuccessful attempts to succour the distressed sailors, she sailed close alongside the barge, let go her anchor to windward, and rescued the crew of 3 men. The vessel was nearly full of water, and was striking heavily on the ground. The Life-boat then sailed towards the tug, and was towed back to her station.

WINCHELSEA.—On the 28th January, at about 12.45 P.M., signals of distress were observed to be shown from a vessel opposite No. 31 Tower. The wind was blowing from the S.S.W., accompanied by thick rain, and a heavy sea was breaking at the time. The Winchelsea Life-boat *Storm Sprite* put off, and succeeded in saving the crew, consisting of 6 men, from the vessel, which proved to be the schooner *Fearless*, of Guernsey, bound thence to London with a cargo of stone. All her sails had been blown away, and she had stranded, and was likely to become a wreck.

RHOSNEIGR, ANGLESEY.—On the 1st March, at about 3 A.M., a light was seen for a short time, apparently from a vessel off Rhosneigr. The crew of the Life-boat *Thomas Lingham* assembled, and the boat was got out, but the light disappeared, and it was thought that the vessel had proceeded seaward again. In about three quarters of an hour the light was again observed, and the Life-boat then proceeded out in the direction in which it had been seen; but, unfortunately, before she had reached the vessel, the latter had been totally wrecked, and, owing to the darkness of the night and the heavy sea, only 1 of the crew was saved. He was found upon a small piece of rock, in a helpless condition. After having taken him on board, the boat remained out until daylight, in hopes of being able to find some of the other men. It was afterwards stated by the rescued sailor that the cause of the light being missed was that the lamp was washed off by the sea, and it was some time before another could be obtained. The vessel was the Dutch brigantine *Elizabeth Kloosterboer*, on a voyage from Falmouth to Liverpool, with a cargo of horse beans.

GREENCASTLE.—On the 19th February, at 5 P.M., a schooner was observed at anchor, in a very dangerous position, off Ennishowen Head. The wind was blowing strongly from the S.S.W., and the sea was very heavy. The Greencastle Life-boat went off to her assistance, and brought the crew, consisting of 5 men, ashore. The vessel proved to be the schooner *Mary Elizabeth*, of Beaumaris, bound from Workington to Londonderry, with a cargo of bar iron; she had two anchors out, but



THE SHIPWRECKED SAILOR.

FROM A SKETCH BY BARON GUDIN.

was labouring very badly, and had lost her fore-topmast and head gear. When the boat reached the spot she had much difficulty in going alongside, as the main boom of the vessel was flying about in all directions, her crew being quite unable to haul it amidships and secure it.

CRUDEN.—On the 27th February, the Life-boat *Peep o' Day* was launched at about 3.30 A.M., and rescued the crew, consisting of 3 men, from the schooner *Blossom*, of Aberdeen. This vessel had missed stays in the bay, and had gone ashore on Cruden Sands. It was extremely dark at the time, and there was a surf on the sands. The Life-boat crew are reported to have mustered promptly and performed this service in the most satisfactory manner.

SELSEY.—On the 27th February, at 7.30 P.M., flare-up lights were seen to the westward of Selsey Bill. The wind at the time was blowing a strong gale from the S.W. The Selsey Life-boat *Four Sisters* was launched, and proceeded to the vessel, which was found to be the barque *Sueine Meinde*, of Pillau, North Germany, bound from that port to Falmouth, with a cargo of wheat. She had stranded on the "Streets," had lost her rudder, and was half full of water. The Life-boat remained alongside for some hours, but as there was no chance of the vessel being got off, the crew of 10 men were taken on board the Life-boat, and brought safely ashore.

THURSO, N.B.—On the evening of the 7th March, the wind blew a heavy gale here from the N.N.W. to N.W., and the harbour master and Custom House officer at Scrabster were apprehensive that if the sea got heavier as the night advanced, the crews of some of the vessels which were lying too far out in the bay might be endangered. The Life-boat *Charley Lloyd*, stationed at Scrabster, therefore, proceeded out, took off the crews, numbering 13 men in all, from the schooners, *Phoenix*, of London, *Mary*, of Inverness, and *Admiral* of Thurso, and landed them at Scrabster Quay. She then went out again, and asked all the crews of the other vessels in the bay whether they wished to be taken ashore. The crews, consisting of 7 men, of the schooner *James*, of Thurso, and smack *Mary Anne*, of St. Andrew's, ac-

cepted the offer of the Life-boat, and were also safely landed. Fortunately, the whole of the vessels rode out the gale in safety.

SKEGNESS.—On the 8th March, during a strong N.W. gale and heavy sea, the schooner *Henry*, of Whitby, appeared to be in distress. The Skegness Life-boat *Herbert Ingram* at once went off to her, and placed 2 men on board, who assisted to get the vessel safely to Boston. But for this help, the schooner would probably have been lost on the Inner Knock Sand, as no ordinary boat could have gone out to her in the heavy sea running at the time.

APPLEDORE, DEVON.—On the 24th March, at about 1.15 P.M., a schooner was observed running for Bideford Harbour. The wind was then blowing a gale from the N., with heavy snow squalls. When between the Fairway and Bar buoys the vessel was caught in a violent and dense snow squall, completely enveloping her for a time, and on its clearing away she was discovered to be on the South Tail Bank, surrounded by broken water. The Appledore No. 1 Life-boat was immediately launched, and succeeded in rescuing the crew, consisting of 3 men, and in landing them safely at 3.30 P.M. The vessel was the schooner *Heroine*, of Dartmouth, bound from Lydney to Fremington, with a cargo of coal—she became a total wreck. Had there been no Life-boat on this station the shipwrecked crew would doubtless have perished from cold in the rigging, so severe was the wind, hail, snow, and frost. It was on this same Sunday afternoon that the terrible catastrophe happened to H.M.S. *Eurydice* off the Isle of Wight.

HOLY ISLAND.—On the 21st March, at about 11 P.M., signals of distress were seen just beyond the bar. There was a heavy rolling sea, and the night was very dark. The Life-boat *Grace Darling* was launched, and went out to the vessel, but great caution was necessary in approaching her, as she was rolling very heavily, and every roll of the sea swept her decks. The crew of three men were holding on to the bulwarks, and they were most thankful to see the Life-boat approach, as they were in great danger of being washed away. They were eventually taken on

board the Life-boat, and brought safely ashore, the vessel being left at anchor. On the following morning the Life-boat again went off, with the view of saving her, but on account of the heavy sea, she was obliged to return to the shore. A second attempt was afterwards made, when the boat succeeded in boarding her, and having received some aid from a passing tug, she was brought safely into port. She was the schooner *Dispatch*, of Sunderland, bound from that port to Kirkcaldy.

HAYLE.—On the 24th March, the s.s. *Eagle*, of Neath, bound from that port to Hayle, with a cargo of coal, in making for the latter harbour, grounded on the bar, at about 9.30 A.M.; she struck heavily, knocked away her rudder, and became unmanageable. The wind was blowing strong from the N.E., and the sea on the bar was so heavy that it was impossible for any boat but a Life-boat to render any assistance in case of need. The Life-boat *Isis* therefore went off to her aid, and remained by her until the tide fell, and all danger appeared to be over.

PORTHDINLLAEN.—On the 24th March, during a heavy gale from the N., accompanied by snow showers, the schooner *Velocity*, of Nefyn, bound from Sillioth to Nefyn, with coal, while at anchor in Porthdinllaen Bay, was observed to show a signal of distress. The crew of the Life-boat *George Moore* were immediately assembled, and the boat was launched; she then succeeded in bringing the vessel's crew of 3 men safely to land. The Life-boat crew afterwards remained up all the night on the look-out, in case their services might again be needed, as it was blowing a very heavy gale.

On the 29th March, at about 3 P.M., during a heavy gale from the N.E., the schooner *Margaret Ann*, of Carnarvon, was seen to be riding heavily at her anchors, and at low water she struck the ground severely and unshipped her rudder. The *George Moore* was again launched through a heavy sea, and, her assistance having been offered and accepted, 3 of the Life-boatmen went on board the vessel and assisted at the pumps, the boat remaining by her until high water. The vessel carried a crew of 4 men.

CAISTER.—On the 28th March, a vessel was seen by her lights to be approaching the Barber Sand, and to lay fast on it about 7.45 P.M., when flares were burned immediately on board her. The Caister No. 1 Life-boat was forthwith launched, and on arriving at the sand it was found that it was the barque *Theresa*, of North Shields, which had gone ashore there. Her crew, consisting of 8 men, together with 3 of the master's children, were in their boat on the inside of the sand, holding the boat end on with her bow to the sea. The Life-boat proceeded to the weather side of the boat to protect her from the breakers, and was thus enabled to rescue the 11 persons—the vessel became a total wreck. While this service was being performed, flares were seen in the direction of the North Scroby Sand. The Life-boat, therefore, proceeded towards the beach, and by means of signals and shouting called off the No. 2 Life-boat, when the rescued crew were transferred to that boat and taken ashore. The No. 1 boat then proceeded in the direction in which the other signals had been seen, and found the brig *Wladiener*, of Libau, riding at anchor just off the Scroby Sand, having previously stranded on it, and driven off full of water. With difficulty the Life-boat succeeded in boarding the vessel, which was then lying over on her star-board broadside, and rescued her crew, consisting of 8 men. The boat remained by her for about twenty minutes, when the vessel sunk at her anchors.

ST. IVES, CORNWALL.—On the 29th March, during a storm and tremendous sea, accompanied by blinding showers of hail and snow, the ketch *Greyhound*, of Porthcawl, was observed running for the harbour. The Life-boat *Covent Garden* was launched and proceeded towards the vessel, and after most strenuous efforts on the part of the Life-boatmen they succeeded in getting alongside her. They then ran warps from the pier to the ketch, and were thus enabled, after great exertions, to assist in getting her into a place of safety. She had a crew of 3 men.

SIDMOUTH AND EXMOUTH.—On the 29th March, the smack *Lady of the Lake*, of Portsmouth, was seen to show signals of distress off High Peak. A strong E. to E.N.E. gale was blowing at the time,

accompanied by snow. The Lifeboat *Rimington*, stationed at Sidmouth, put off to her aid, and found that 3 of her crew had taken to their small boat, and were drifting on the lee shore into the heavy breakers. The Life-boat took these men from the boat, which was shortly afterwards upset in the surf. The master having remained on board the vessel, the lifeboat went to his aid, but he still refused to leave; and after remaining for some time the boat proceeded ashore and landed the 3 men at Exmouth, it being impossible for her to reach her own station in the teeth of the gale.

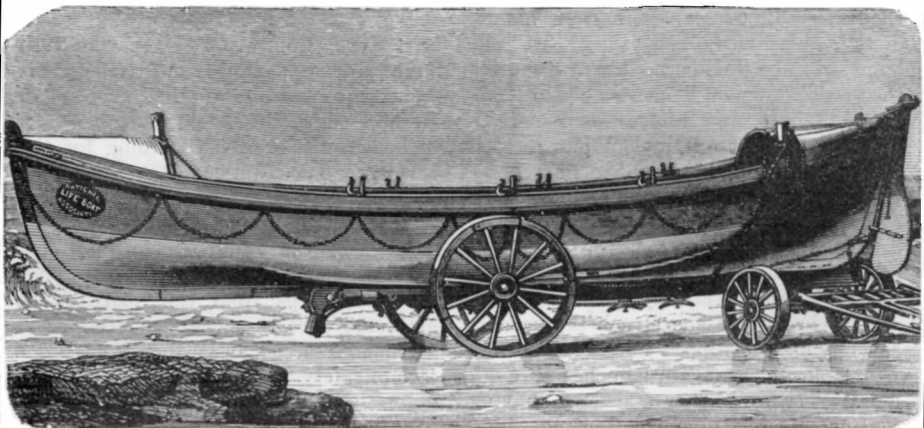
On the evening of the same day, a signal of distress was shown from the smack, when the Exmouth Life-boat *Victoria* was taken by land to Budleigh Salterton and launched. She proceeded to the vessel, and found that the master, who had previously refused to come ashore, now wished to leave the vessel. He was therefore taken into the Life-boat, and brought safely ashore.

WATCHET.—On the 29th March, the sloop *Olive Branch*, of Cardiff, exhibited a signal of distress. The Life-boat *Joseph Somes* immediately proceeded to her assistance, and by skilful management she succeeded in getting alongside to leeward of the vessel, when the crew, consisting of

3 men, jumped into the boat, and were brought safely ashore. The severity of the gale had caused the vessel to drag her anchors, and she had stranded at Warren Shore, about one mile from Watchet, but was subsequently got off. She was bound from Shirehampton to Newport, in ballast. The Life-boat had previously been out to the stranded traw *Rose*, of Gloucester, but that crew was saved by the coastguard and fishermen by means of life-lines, &c., the water being too shallow for the Life-boat to approach the wreck.

NEW ROMNEY.—On the 30th March, during a N. wind, and a heavy ground sea, rockets were fired from a vessel close to the beach, near the Life-boat station. The *Dr. Hatton* Life-boat was launched, and boarded the vessel, which proved to be the barque *Elizabeth and Catherine*, of Sunderland, bound thence to Alexandria, with a cargo of coal. She was leaking and was close to the shore, but in no immediate danger of breaking up, as the tide would eventually leave her. At the master's request the Life-boat remained by her for nearly three hours, and then returned ashore, the vessel being upright and in no danger of capsizing. The barque was subsequently, after several attempts, towed off by three steam-tugs.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



HUNA, N.B.—It being thought advisable to have another Life-boat Station on the south shore of Pentland Frith, a Life-boat has been placed by the Institution

at Huna, in which neighbourhood most of the wrecks in that district take place. The fishermen were desirous to have such a boat, believing they would be able to

do good service in it to shipwrecked crews. The Life-boat sent was a 34-foot 10-oared one, provided with a transporting carriage, and its cost was contributed to the Institution by an anonymous donor at Manchester under the initials "X. Y. Z.," the boat, at his request, being named the *W. M. C.* On the 6th December, a large number of the inhabitants of Conisbay assembled at Huna to witness the ceremony of launching the new Life-boat. After the Rev. Mr. MCGREGOR had offered up a prayer for the success of the boat, it was handed over to the Local Committee on behalf of the Parent Institution. The gift was suitably acknowledged by PETER KEITH, Esq., Chairman of the Huna Branch; and the boat, having been named by Mrs. MCGREGOR, was successfully launched amidst the cheers of the spectators.

RAMSGATE.—The Life-boat on this important station became disabled last November through being run into by its consort, the harbour steam-tug *Vulcan*, while going to the assistance of a vessel in distress on the Goodwin Sands. On this fact becoming known in Bradford, which town had generously presented the Life-boat to the Institution, the local residents spontaneously undertook to defray the cost of the new Life-boat, the subscription list, that was at once started, including 100*l.* from Messrs. PRIESTMAN and Co., 100*l.* from Mr. ANGUS HOLDEN, and 50*l.* from Mr. JOSEPH CRAVEN. THE NATIONAL LIFE-BOAT INSTITUTION had fortunately taken the precaution some months previously, considering how frequently the Ramsgate Life-boat was called out to wrecks on the Goodwin Sands, to place in hand a new Life-boat for that Station, in the event of any disaster overtaking that boat, as afterwards actually occurred. When the *Bradford* Life-boat became disabled, the new boat was not quite ready, but the Institution immediately lent the Station another new Life-boat of a smaller class; it arrived there on the 11th November, and, singular enough, before twenty-four hours had elapsed, it was called out on service, and saved the crew of 5 men of the schooner *George and Valentine*, of Dunkirk, wrecked in Pegwell Bay. On subsequent occasions the same boat performed numerous services in saving shipwrecked crews, besides rendering assistance to several vessels in

distress. The new Life-boat, which eventually replaced it, is the largest self-righting Life-boat in the United Kingdom. It is 44 feet long and 11 feet wide, and it possesses the usual qualities of the boats of the LIFE-BOAT INSTITUTION, including very great stability, as well as the power of self-righting, self-ejecting water, &c.

The first *Bradford* Life-boat had performed many noble deeds in saving life, as will be seen by the following list of its services:—

	Lives saved.
Schooner <i>Mizpah</i> , of Dartmouth	8
Barque <i>Aurora Borealis</i> , of Rebe	10
Brigantine <i>Amor</i> , of Elstiech	8
Brig <i>Cruiser</i> , of Hartlepool, vessel and	6
Brig <i>Britain's Pride</i> , of Falmouth, vessel and	8
Schooner <i>Gaspard</i> , of St. Malo	1
Schooner <i>Chaften Winkel</i> , of Aalborg	7
Brig <i>Carl</i> , of Rostock	7
Barque <i>Highland Chief</i> , of London	11
Barque <i>Tavistock</i> , of Plymouth, saved vessel.	
Schooner <i>Pride of the West</i> , of Penzance, } vessel and	6
Ship <i>Frank Shaw</i> , of North Shields	1
Barque <i>Emilie</i> , of Swinemünde, vessel and	14
Ship <i>Providence</i> , of Waia	3
Ship <i>Constancia</i> , of Bremen, vessel and	26
Smack <i>Whiff</i> , of Ramsgate	2
Smack <i>Mary</i> , of Ramsgate, vessel and	5
Smack <i>Bethel</i> , of Ramsgate	5
Brig <i>Volunteer</i> , of Shoreham, vessel and	9
Schooner <i>Marin</i> , of Terno, rendered assistance.	
Barques <i>Sea</i> , of Montrose, and <i>Joseph Fish</i> , rendered assistance.	
Schooner <i>Lucie Antoinette</i> , of Nantes	5
Barque <i>Idun</i> , of Bergen	11
Brig <i>St. Thomas Packet</i> , of Blyth, rendered assistance.	
Barque <i>India</i> , of South Shields	10
Brig <i>Defender</i> , of Sunderland	7
Brig <i>Marquerte</i> , of Cherbourg, vessel and	8
Barque <i>Jenny Lind</i> , of Aland	2
Barque <i>Ystroom</i> , of Amsterdam, vessel and	14
Barque <i>Amazon</i> , of Gothenburg	13
Barque <i>Scott</i> , of Sunderland	10
Brig <i>Remembrance</i> , of Middlesbrough, saved a boat, &c.	
Barque <i>Lady Havelock</i> , of Liverpool	17
Brig <i>Marianne</i> , of Bordeaux, assisted to save vessel and	8
Barque <i>Kingfisher</i> , of Shields	10
Ship <i>Lord Strathmairn</i> , of Liverpool, assisted to save vessel.	
Brig <i>Belfort</i> , of Rochelle, assisted to save vessel and	9
Barque <i>Bucephalus</i> , of Shields, assisted to save vessel and	20
Brig <i>Speed</i> , of Sunderland, assisted to save vessel and	9
Schooner <i>Resolute</i> , of Peterhead	6
Brig <i>A. E. M.</i> , of Nantes	8
Barque <i>Atlantic</i> , of Swansea, assisted to save vessel and	16
S.S. <i>Cybele</i> , of Glasgow, rendered assistance.	
Barque <i>Dorothea</i> , of Sunderland, assisted to save vessel and	11
Schooner <i>Jessie</i> , of Perth	4
Barque <i>Wohldorf</i> , of Kiel, assisted to save vessel and	9
Total lives saved, in addition to 19 vessels	344

RHOSCOLYN, ANGLESEY.—This Life-boat Establishment has been entirely renovated by the Institution, a commodious and substantial boat-house having been erected, from the designs of the Honorary Architect, C. H. COOKE, Esq., F.R.I.B.A., and a new mahogany Life-boat, of the 33-foot 10-oared class, provided in lieu of the old fir boat previously stationed here. The expense has been met from the munificent contribution of 2000*l.* presented to the Institution by the Countess DE MORELLA, for the permanent endowment of a Life-boat, to be named the *Ramon Cabrera*, in memory of her late husband, the Count DE MORELLA and Marquis DEL TER, who had, as is well known, held the distinguished rank of Field Marshal in the Spanish army. The new Life-boat was duly placed on its Station in February last.

YEALM RIVER, DEVON.—A Life-boat Station has been formed by the NATIONAL LIFE-BOAT INSTITUTION at the mouth of the river Yealm. There are plenty of fishermen to man the Life-boat, which can be readily launched in smooth water at all tides and in any wind; while she is in a good windward position for commanding Bigbury Bay in westerly and south-westerly gales, which are the most prevalent ones in this district. The boat forwarded is 35 feet long, 9 feet wide, and rows 10 oars double-banked; an excellent house has been provided for it, together with a stone slipway, to facilitate the speedy launching of the boat. The expense of this new Establishment was presented to the Institution by a lady under the initials A. B. S., and the boat, in accordance with her request, is named the *Bowman*. The new boat was placed on its Station under the superintendence of the Chief Inspector of Life-boats, and on the 27th April last it was publicly launched, after the usual ceremonies of presentation, naming, &c., in the presence of many of the local residents. A short religious service was conducted on the occasion by the Rev. DUKE YONGE, M.A., the owner of the ground on which the house stands, and the boat was named by Miss DAWSON, daughter of the local Honorary Secretary. The crew have reported very favourably of the behaviour of the Life-boat.

WHITELINK BAY, N.B.—Last year it was suggested that a Life-boat should be stationed in the neighbourhood of St.

Coomb's, a fishing village 5 miles S.E. of Fraserburgh, and the recommendation has been promptly acted on by the Institution. Numerous shipwrecks had occurred on that part of the coast, and appeared to be on the increase, while it was also thought that a Life-boat would probably often render good service to fishing-boats overtaken by sudden gales of wind. The fishermen were anxious to have the boat, and offered to contribute towards its support. A good site has been granted by Colonel FRASER for the boat-house on the Sandlinks between the villages of St. Coomb's and Inverallochy, whence the Life-boat can be conveyed on her carriage to any part of the bay over a flat sandy beach. She will be manned by fishermen from these villages and Cairnbulg. The Life-boat supplied to this Station is a 33-foot 10-oared one, provided with a transporting carriage. The expense of this Life-boat establishment was defrayed by Miss ADAMSON, of Dundee, in memory of her late brother, ROBERT ADAMSON, Esq., after whom the boat is named. On the 5th March the Life-boat was escorted from the Ruthin Railway Station to Inverallochy by a large number of people; others there joined the procession, and by the time the boat-house was reached, there were about 4,000 persons assembled to assist at the inauguration of the new Life-boat Station. Captain SARGEAUNT, R.N., Inspector of Life-boats, then delivered a short address, and handed over the boat to the Local Branch, whose President, the Rev. W. WILLIAMSON, acknowledged the gift, which, he stated, was duly appreciated. He added that he felt sure that their brave fishermen, who had often exposed their lives in violent storms in open boats for the purpose of rescuing their fellow men from imminent peril on some doomed ship, would do good service in the Life-boat when required. Mrs. GORDON, of Cairness, then named the boat in the customary manner, after which it was launched and tried in the bay, giving every satisfaction to its crew.

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#### SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 3rd January, 1878:

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 Captain C. GRAY JONES, R.N., late Inspector of Life-boats to the Institution, on his recent visits to Dungeness, New Romney, Hythe, Dover, Kingsdowne, Walmer, Deal, Ramsgate, Broadstairs, Kingsgate, and Margate.

[The special contributions and legacies received by the Institution during the month of December are given in the Annual Report, published on the 1st May, 1878.]

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

|                                                                       | £.  | s. | d. |
|-----------------------------------------------------------------------|-----|----|----|
| The late Lady CUNINGHAM FAIRLIE<br>(through Glasgow Branch) . . . . . | 832 | 18 | 3  |
| The late Miss A. C. JACKSON, of<br>Croydon (duty-free) . . . . .      | 100 | 0  | 0  |

Also the transmission to its Station of the Ramsgate new Life-boat.

The General Steam Navigation Company had kindly allowed one of their steamers to tow the Life-boat, free of charge, from London to its Station.—*To be thanked.*

Decided that the thanks of the Institution be presented to Mr. R. S. BUNBURY, Jun., in acknowledgment of his late kind co-operation as Honorary Secretary of the Courtmacsherry Branch of the Society.

Paid 1,812*l.* 8*s.* 6*d.* for sundry charges on various Life-boat establishments.

Voted 112*l.* 15*s.* to pay the expenses of the Life-boats at Deal, Kessingland, Winchelsea, Hartlepool, Orme's Head, Eyemouth, and Palling, in rendering the following services :—

|                                                          | Lives<br>saved. |
|----------------------------------------------------------|-----------------|
| Barque <i>Hannah Rathkens</i> , of Rostock . . . . .     | 5               |
| Schooner <i>Barkley</i> , of Ipswich . . . . .           | 5               |
| Galliot <i>Vier Bréders</i> , of Groningen . . . . .     | 4               |
| Brig <i>Berdinkha</i> , of Hartlepool . . . . .          | 14              |
| S.S. <i>King Ja Ja</i> , of Carnarvon . . . . .          | 10              |
| Smack <i>Prospect</i> , of Eyemouth . . . . .            | 2               |
| Schooner <i>Ensimainen</i> , of Borga, Finland . . . . . | 12              |

The Ramsgate, Caister, Greencastle, and Llanddwyn Life-boats had rendered the following services :—

Brig *Eidsvold*, of Arendal, Norway, assisted to save vessel and crew of 8 men; cutter *Martin Bailly*, of Yarmouth, saved vessel and crew of 6; schooner *Beautiful Star*, and brigantine *Test*, of Portmadoc, rendered assistance.

[The details of most of these Life-boat services will be found on pages 210-216 of No. 107 of the *Life-boat Journal* for February 1878.]

Voted also 207*l.* 13*s.* 6*d.* to pay the expenses of the Redcar, Torquay, Harwich, Drogheda, Holyhead, Newcastle (Co. Down), Exmouth, Fleetwood, Kingsdowne, Montrose, Dover, Rye, Walmer, Whitehaven, and Deal Life-boats in assembling their crews or putting off to the assistance of vessels which did not eventually require the aid of the boats.

The Ramsgate Life-boat had also been out with the view of assisting distressed vessels.

Voted 5*l.* to the crew of the lugger *Champion*, of Ramsgate, for saving 5 of the crew of the barque *Hannah Rathkens*, of Rostock, which vessel had gone ashore on the Goodwin Sands on the 13th December.

Voted also 4*l.* to 4 men of South Ronaldshay, Orkney, for saving, by means of ropes, 6 of the crew of the brigantine *Agnes*, of Fraserburgh, which was wrecked on Castle Rock, Sandwick Bay, during a storm from the W. on the 16th November.

Also 3*l.* to 5 pilots for putting off in their boat from Porthcawl, Glamorganshire, and, at great

risk, transferring to the s.s. *Velindra* 9 of the crew of the barque *Johann*, of Sundsvall, which had stranded on Scarweather Sands, during a strong W.S.W. wind, on the 6th December.

Also 17*l.* 10*s.* to 3 men of Lerwick, N.B., who rescued 3 persons from the smack *Teazer*, of Sandsair, Shetland, which had been caught by a squall, and had sunk off Bressay, Shetland, on the 31st October.

THURSDAY, 7th February.

The Chairman of the Institution in the Chair.

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

Also the Report of Commander F. A. SARGEANT, R.N., Inspector of Life-boats to the Institution, on his visits to Withernsea, Hornsea, Bridlington Quay, Flamborough, and Scarborough.

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

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

|                                                                                   | £.  | s. | d. |
|-----------------------------------------------------------------------------------|-----|----|----|
| The late L. P. GIBBON, Esq., of Pembroke . . . . .                                | 500 | 0  | 0  |
| The late Mrs. EMMA SKEW, of South Kensington . . . . .                            | 500 | 0  | 0  |
| The late JOHN HOGGATE, Esq., of Burton-in-Lonsdale (duty-free) . . . . .          | 400 | 0  | 0  |
| The late CHARLES HERVEY, Esq., of Oxford Terrace, Hyde Park (duty-free) . . . . . | 50  | 0  | 0  |
| The late Miss J. H. LLOYD, of Hazelcroft, York (duty-free) . . . . .              | 25  | 0  | 0  |

Reported the transmission to its Station of the Withernsea new Life-boat, the cost of which had been defrayed by members of the Victoria Club, as a memorial of the late Admiral ROUS.

Voted the thanks of the Institution to the Rev. H. WILSON and the Rev. H. ROOKZ, in acknowledgment of their past valuable co-operation as the Honorary Secretaries, respectively, of the Ballywalter and Wicklow Branches of the Society.

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

Paid 2,186*l.* 2*s.* 4*d.* for sundry charges on various Life-boat establishments.

Voted 82*l.* 6*s.* to pay the expenses of the Hartlepool, Whitby, Kingstown, Winchelsea, and Penmon Life-boats in rendering the following services :—

|                                                          | Lives<br>saved. |
|----------------------------------------------------------|-----------------|
| Schooner <i>Balmoral</i> , of London . . . . .           | 19              |
| S.S. <i>Oscar</i> , of London . . . . .                  | 22              |
| Austrian brig <i>Olinka</i> . . . . .                    | 12              |
| Schooner <i>Fearless</i> , of Guernsey . . . . .         | 6               |
| Steamer <i>Pioneer</i> , of Dublin, rendered assistance. |                 |

The Ramsgate Life-boat had rendered assistance to the barque *Prospero*, of Genoa, stranded on the Goodwin Sands, and had also proceeded out on several other occasions with the view of aiding vessels apparently in distress.

The Life-boat stationed at Gorleston had assisted to save the derelict barque *William Naizby*, of London.

[The particulars of these services will be found detailed on pages 372-374 of the *Life-boat Journal*.]

Voted 206*l.* 10*s.* 6*d.* to pay the expenses of the Life-boats at Margate, Newburgh, Douglas, New

Brighton, Walmer, Bull Bay, Kingsdowne, Burnham, Greencastle (Londonderry), Porthdillaen, Great Yarmouth, Padstow, Broadstairs, Deal, and Rye, in assembling their crews or putting off to the aid of vessels not ultimately requiring their assistance.

Reported that H.I.H. the CROWN PRINCE of AUSTRIA, who was in Dublin at the time the Kingstown Life-boat saved the crew of the Austrian brig *Olinka*, had presented 30*l.* to the Life-boatmen in recognition of their services on the occasion. An extra payment was also voted to the men by the Institution.

Voted the thanks of the Institution, inscribed on vellum, to Mr. FLETCHER, Master of the steam-tug *Hotspur*, together with 5*l.* to the steamer's crew, in acknowledgment of their services on the occasion of the wreck of the Norwegian brig *Hilding*, at Magilligan Strand, Co. Londonderry, on the 25th January. The thanks, inscribed on vellum, were also voted to Mr. JAMES McCANDLESS, and 6*l.* to 6 men who put off with him in a shore-boat and saved 4 of the shipwrecked men. The thanks on vellum were also voted to Mr. SAMUEL McCANDLESS, for his praiseworthy services on the occasion of the wreck, and especially for wading into the surf and saving 2 of the shipwrecked crew. The thanks of the Institution and 2*l.* were also voted to Mrs. SHERRARD, who had rendered great assistance to the rescued men.

The thanks of the Institution, inscribed on vellum, and 2*l.* each were also voted to Messrs. OWEN ROBERTS, ROBERT ROBERTS, and JOHN WILLIAMS, in acknowledgment of their highly meritorious conduct in descending some precipitous cliffs and saving, by means of ropes, 9 of the crew of the steamer *Pioneer*, of Dublin, which vessel had been totally wrecked on Puffin Island during a heavy gale from the N. on the 25th January; 1*l.* 10*s.* was also granted to 2 other men who rendered assistance on the occasion.

Voted 10*l.* to 7 men for putting off in a cable from Blyth, Northumberland, and saving 13 men, comprising the crew of the s.s. *Jylland*, of Horsens, Denmark, which was wrecked on Seaton Sea Rocks, during stormy weather, on the 30th December.

#### THURSDAY, 7th March:

The Chairman of the Institution in the Chair.

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

Also the Report of Rear-Admiral J. R. WARD, Chief Inspector of Life-boats, on his recent visits to the Plymouth, Yealm Mouth, and Hope Cove Life-boat Stations.

Also the Report of Commander F. A. SARGAUNT, R.N., on his visits to Filey, Whitby, Uppang, Runswick, Fraserburgh, and Whitelink Bay.

Reported that an anonymous Donor, "D.," had presented the munificent sum of 850*l.* to the Institution, to defray the cost of a Life-boat station; the Boat to be called the *Jane Dalton*.

Decided that the wishes of the Donor be carried out at the earliest practicable period.

Reported also the receipt of 480*l.* from the Civil Service Life-boat Fund, per Mr. CHARLES DIBDIN, F.R.G.S., to defray the cost of a new Life-boat for their No. 1 Station at Wexford, Ireland, in place of the present Boat, which, after having saved a large number of lives from different shipwrecks, was now unfit for further service.

It may be added, that this is the fourth Life-boat presented to the Institution by members of

the Civil Service, who also contribute a liberal sum annually towards the expense of maintaining their Life-boats in a state of efficiency.

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

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

|                                                                                  | £.  | s. | d. |
|----------------------------------------------------------------------------------|-----|----|----|
| The late Mrs. MARY BECKWITH, of Tynemouth, for a Life-boat (duty-free) . . . . . | 800 | 0  | 0  |
| The late Miss HARRIET HODSON, of Lewes . . . . .                                 | 50  | 0  | 0  |

Reported the transmission to their stations of the following Life-boats:—Hope Cove and Yealm River, Devonshire; Rhocolyn, Anglesey; Nairn, Ackergill, and Whitelink Bay, N.B.

Voted the thanks of the Institution to G. W. SMALES, Esq., and E. BRUNSKILL, Esq., in acknowledgment of their past valuable co-operation as Honorary Secretary and Treasurer, respectively, of the Whitby and Arklow Branches of the Society.

Ordered that various works be carried out at the Flamborough, Bridlington, Hope Cove, and Yealm River Life-boat Stations, at an expense of 114*l.*

Paid 4,204*l.* 9*s.* 4*d.* for sundry charges on different Life-boat establishments.

Voted 58*l.* 12*s.* to pay the expenses of the Life-boats at Greencastle, Cruden, Selsey, and Rhosneigr, in rendering the following services:—

|                                                         | Lives saved. |
|---------------------------------------------------------|--------------|
| Schooner <i>Mary Elizabeth</i> , of Beaumaris . . . . . | 5            |
| Schooner <i>Blossom</i> , of Aberdeen . . . . .         | 3            |
| Barque <i>Sueine Meinde</i> , of Pillau . . . . .       | 10           |
| Brigantine <i>Elizabeth Kloosterboer</i> . . . . .      | 1            |

[The particulars of these services will be found on pages 374-376 of the *Life-boat Journal*.]

Voted also 71*l.* 1*s.* 4*d.* to pay the expenses of the Whitburn, Guernsey, Courtown, Lydd, Harwich, and East Wittering Life-boats, in putting off with the view of rendering aid to vessels which did not eventually need assistance.

#### TUESDAY, 19th March.

The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at Willis's Rooms, St. James's. In the unavoidable absence of his Grace the Duke of NORTHUMBERLAND, President of the Institution, the Chair was occupied by its Chairman, THOMAS CHAPMAN, Esq., F.R.S., V.P.

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

The Secretary then read the Annual Report. The Meeting was then addressed by Admiral Sir RICHARD COLLINSON, K.C.B., Deputy Master of the Trinity House; HUGH LINDSAY ANSTROBUS, Esq.; Vice-Admiral Sir J. WALTER TABLETON, K.C.B.; EDWARD BIRKBECK, Esq., V.P.; Rear-Admiral AUGUSTUS PHILLIMORE, Admiral Superintendent of Naval Reserves; the Hon. T. C. AGAR ROBERTS; JAMES GLAISHER, Esq., F.R.S.; CHARLES DIBDIN, Esq., F.R.G.S.; GEORGE LYALL, Esq., V.P., Deputy Chairman; and Sir EDWARD G. L. PERROTT, Bart., V.P.

Various Resolutions were moved, seconded, and carried unanimously, pledging the Meeting to re-

newed exertions on behalf of the benevolent and national objects of the Institution.

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

THURSDAY, 4th April :

The Chairman of the Institution in the Chair.

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

Elected the Members of the Sub-Committees for the ensuing year.

Read the Report of Rear-Admiral J. R. WARD, on his recent visit to the Clacton-on-Sea Life-boat Station.

Also the Report of Commander F. A. SARGEANT, R.N., on his visits to Fraserburgh, Nairn, Wick, Ackergill, Hartlepool, West Hartlepool, Seaton Carew, Redcar, Staithes, and Middlesborough.

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

Reported that the late JAMES BIFFIN, Esq., of Hillingdon, near Uxbridge, had left a legacy of 50*l.* to the Institution.

Reported the transmission to its Station of the Clacton-on-Sea Life-boat.

The Great Eastern Railway Company had kindly granted a free conveyance to the Life-boat from London to Weeley Station. It had then been taken on by road to its destination.—*To be thanked.*

Voted the thanks of the Institution to the Rev. T. F. MARTIN, M.A., the Rev. F. H. HASTINGS, and Mr. J. BEARMAN, in acknowledgment of their past valuable co-operation as the Honorary Secretaries, respectively, of the Tyrella, Tenby, and Broadstairs Branches of the Society.

Accepted a tender, amounting to 298*l.* 10*s.*, for building a new Life-boat house at Gourdon, N.B.

Paid 3,758*l.* 5*s.* 5*d.* for sundry charges on various Life-boat establishments.

Voted 207*l.* 14*s.* 6*d.* to pay the expenses of the Life-boats at Ayr, Thurso, Skegness, Holy Island, Hayle, Appledore, Porthdinllaen, Caister, St. Ives, Watchet, Sidmouth, Exmouth, and New Romney, in rendering the following services :—

|                                                                                 | Lives<br>saved. |
|---------------------------------------------------------------------------------|-----------------|
| Schooner <i>Slaney</i> , of Belfast . . . . .                                   | 1               |
| Schooner <i>James</i> , of Belfast . . . . .                                    | 6               |
| Schooner <i>Phenix</i> , of London . . . . .                                    | 4               |
| Schooner <i>Mary</i> , of Inverness . . . . .                                   | 5               |
| Schooner <i>Admiral</i> , of Thurso . . . . .                                   | 4               |
| Schooner <i>James</i> , of Thurso . . . . .                                     | 4               |
| Smack <i>Mary Ann</i> , of St. Andrews . . . . .                                | 3               |
| Schooner <i>Henry</i> , of Whitby, rendered assistance.                         | 3               |
| Schooner <i>Dispatch</i> , of Sunderland, assisted to save vessel and . . . . . | 3               |
| S.S. <i>Eagle</i> , of Neath. Remained by vessel.                               | 3               |
| Schooner <i>Heroine</i> , of Dartmouth . . . . .                                | 3               |
| Schooner <i>Velocity</i> , of Nefyn . . . . .                                   | 3               |
| Barque <i>Theresa</i> , of North Shields . . . . .                              | 11              |
| Brig <i>Wladimir</i> , of Libau . . . . .                                       | 8               |
| Ketch <i>Greyhound</i> of Porthcawl, assisted to save vessel and . . . . .      | 3               |
| Sloop <i>Olive Branch</i> , of Cardiff . . . . .                                | 3               |
| Smack <i>Lady of the Lake</i> , of Portsmouth . . . . .                         | 4               |
| Barque <i>Elizabeth and Catherine</i> , of Sunderland. Remained by vessel.      | 4               |

The Life-boats at Ramsgate, Broadstairs, and Porthdinllaen had also rendered the following services :—Brigantine *Florida*, of Christiania, saved vessel and crew of 7; schooner *Margaret*

*Ann*, of Carnarvon, assisted to save vessel and 4; and barge *Star of Peace*, of London, 3 lives saved.

[The details of most of the above named services will be found on pages 374–378 of the *Life-boat Journal*.]

Voted also 100*l.* 11*s.* 9*d.* to pay the expenses of the Life-boats at Berwick-on-Tweed, Sutton, Braunton, Bembridge, Donna Nook, Cleethorpes, Deal, Yealm, and Yarmouth, in either assembling their crews or launching to the aid of vessels not eventually requiring assistance.

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

Voted the thanks of the Institution, inscribed on vellum, to Mr. W. M. PRESTON, Honorary Secretary of the Penmon Branch, in acknowledgment of his valuable services on the occasion of the wreck of the s.s. *Pioneer*, of Dublin, on Puffin Island, Anglesey, on the 25th January, when he ran a distance of four miles to the station to get the Life-boat ready, and afterwards went out in the boat, acting as coxswain.

Voted 2*l.* to 2 men belonging to Rossmuck, Co. Galway, who rescued one man from a hooker which had been capsized by a squall in Kilkieran Bay, Ireland, on the 15th February.

Also 4*l.* to 4 men at Sutton, on the coast of Lincolnshire, for putting off in a shore-boat and rescuing the crew of 3 men from the sloop *Mercy*, of Yarmouth, which was wrecked off Sutton during a strong N.N.E. gale, on the 24th March.

THURSDAY, 2nd May :

The Chairman of the Institution in the Chair.

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

Also the report of Rear-Admiral J. R. WARD, on his recent visits to Dover, Hope Cove, Plymouth, and Yealm Mouth.

Also the report of Rear-Admiral D. ROBERTSON MACDONALD, Inspector of Life-boats, on his visits to Winterton, Caister, Yarmouth, Gorleston, Lowestoft, Corton, Kessingland, Pakefield, Southwold, Dunwich, and Aldborough.

Also the report of Commander F. A. SARGEANT, R.N., on his visits to the Poole, Swanage, and Chapman's Pool Life-boat Stations.

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

|                                                                                                                         | £.  | s. | d. |
|-------------------------------------------------------------------------------------------------------------------------|-----|----|----|
| Stewards of the Covent Garden Life-boat Fund, per Mr. J. WEBBER, additional . . . . .                                   | 157 | 10 | 0  |
| Anonymous, W. . . . .                                                                                                   | 100 | 0  | 0  |
| Miss RAWSON, Tilney Street, additional . . . . .                                                                        | 100 | 0  | 0  |
| Miss BARKWORTH, Tunbridge Wells, additional . . . . .                                                                   | 50  | 0  | 0  |
| THOMAS BRADBERRY, Esq., additional Worcester Cadet Life-boat Fund, per Captain J. H. SMITH, additional . . . . .        | 50  | 0  | 0  |
| Newport (Mon.) Histrionic Club, proceeds of ninth annual entertainment, per G. M. HUMPHRIES, Esq., additional . . . . . | 23  | 13 | 0  |
| Offertory at St. Mary's Church, Hulme, Manchester, on Sunday, 14th April, per Rev. F. C. WOODHOUSE . . . . .            | 9   | 9  | 2  |

*To be severally thanked.*

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

|                                                                          | £.    | s. | d. |
|--------------------------------------------------------------------------|-------|----|----|
| The late Mrs. C. D. FOXTON, of Pen- dlebury, near Manchester (duty-free) | 1,000 | 0  | 0  |
| The late WILLIAM KENDALL, Esq., of Exeter, for a Life-boat (duty-free)   | 1,000 | 0  | 0  |

The Committee expressed their deep regret at the lamented death, by drowning, off Haslar Beach, on the 5th April, of Captain C. GRAY JONES, R.N., who had been for several years one of the Inspectors of Life-boats to the Institution, and who had performed several gallant services in its Life-boats, as will be seen from the accompanying brief account taken from the *Life-boat Journal*. He was awarded the Silver Medal of the Institution in March 1874, for going off in the Newcastle Life-boat and saving, at considerable risk of life, on account of the floating wreckage, 4 out of 5 of the crew of the schooner *Rose*, of Youghal, which was wrecked in Dundrum Bay during a strong gale from the S.E., and in a heavy sea, on the 21st February 1874. Again, in January 1875, the Second Service Clasp of the Institution was granted to him, in admiration of his valuable and skilful services in the Ifracombe Life-boat on the 16th December 1874, when he assisted in saving the disabled brig *Annie Arby*, of Dublin, and her crew of 7 men, and the crew of 5 men of the wrecked brig *Utility*, of Workington. Also for his gallant conduct in rushing into the surf and helping to save the master of the smack *Charlotte*, of Padstow, which was wrecked in Widemouth Bay, Cornwall, during a westerly gale, and in a heavy sea, on the 6th December 1874.

Ordered that a copy of the vote of the Committee, inscribed on vellum, *In Memoriam*, be presented to Mrs. GRAY JONES, recording their high appreciation of her late husband and their deep sympathy with her and her family.

Decided that the thanks of the Institution be presented to Captain W. HURCHISON, R.N., and Mr. T. S. HIDE, in acknowledgment of their long and valuable co-operation as the Honorary Secretaries, respectively, of the Kingstown and Hastings Branches of the Society.

Also that various works be carried out at the Wexford, Aldborough, and Kessingland Life-boat Stations, at an expense of 383*l*.

Also that a Barometer be presented to Polruan, Cornwall, for the use of the masters of vessels and others.

Read letter from Mr. B. F. STEVENS, United States Government Despatch Agency, of the 16th April, forwarding a communication from Commodore SHUFFELDT, U.S. Navy, in which he expressed his best thanks for the papers relative to the Life-boat work, recently furnished to him by the Institution at his request.

Paid 1,745*l*. 16*s*. 4*d*. for sundry charges on various Life-boat establishments.

Voted 116*l*. 8*s*. to pay the expenses of the Life-boats at Palling, Tyrella, Whitburn, Wexford, and Arklow, in rendering the following services:—

|                                                 | Lives<br>saved. |
|-------------------------------------------------|-----------------|
| S.S. <i>Spartan</i> , of Rotterdam . . . . .    | 10              |
| Brigantine <i>Cygnat</i> , of Silloth . . . . . | 4               |
| Brig <i>Eliza</i> , of Shoreham . . . . .       | 9               |
| S.S. <i>Montagu</i> , of Liverpool . . . . .    | 18              |
| Barque <i>Broughton</i> , of Swansea . . . . .  | 15              |

The Palling Life-boat had also assisted to save the brig *Jeanne d'Arc*, of Trouville, and her crew of 12 men; and the Scarborough Life-boat had been taken out to the aid of fishing cobbles in distress.

Voted 44*l*. 16*s*. 6*d*. to pay the expenses of the Life-boats at Arklow, Blakeney, Wicklow, and Winterton, in proceeding out to vessels not ultimately needing assistance.

Also the Silver Medal of the Institution, and its thanks, inscribed on vellum, to Mr. MARCUS BOYLE, in acknowledgment of his long and gallant services as coxswain of the Wexford Life-boat,

and especially on the occasion of the last service rendered by the boat to the stranded steamer *Montagu*.

Also 5*l*. to 18 men for putting off in a boat from Blakeney, Norfolk, and saving the crew of 4 men from the smack *Eulalie*, of Colchester, which had stranded while beating into Blakeney Harbour, during a strong N.W. wind, on the 1st April.

The Committee expressed their sincere condolence with the family of the late Mr. SAMUEL PALMER, who was formerly in the Royal Navy, and afterwards in H.M. Coastguard Service. He had latterly held the position of Superintendent of the Turkish Life-boat Stations at the entrance to the Black Sea. He unfortunately perished, on the 24th April, while nobly endeavouring to save the crew of a Turkish Government transport vessel, which was wrecked in a violent gale, with the loss of 90 men.

### THE LATE EDWARD SPENDER, ESQ.

By the lamented death of this gentleman, the NATIONAL LIFE-BOAT INSTITUTION has lost one of its ablest and most steadfast advocates in the press. On Friday, the 7th June last, Mr. Spender arrived in Plymouth on a visit connected with the business of *The Western Morning News*, of which he was one of the founders, and of which he had for some years past been the chief proprietor. Mr. Spender was accompanied from Honiton by his two sons, Reginald and Sidney, aged 14 and 12, who were being educated at Honiton Grammar School, in preparation for Winchester. Mr. Spender and his sons, with Mr. Russel Rendle, surgeon, of Plymouth—brother of Mr. Spender's wife—went for a walk on Sunday afternoon to Whitesands, and while there the three former bathed, Mr. Rendle remaining on a rock a few yards distant. A surf was breaking on the beach, but not of unusual force, and the bathers, each of whom could swim, apparently enjoyed their bath. Mr. Rendle, however, noticed that one of the lads had floated a little farther from his parent than seemed desirable, and thinking that he would also bathe, and thus could, if need be, assist his nephew, Mr. Rendle threw off his clothes and ran into the water. He stumbled in a little pool and fell forward, and as he raised himself, he saw Mr. Spender standing with his face towards the shore, in water apparently only about four feet deep, with a wave advancing upon him from behind. As it approached, Mr. Spender seemed to rise with it, but when it had passed over, neither he nor his sons were to be seen. In vain Mr. Rendle—at that moment more surprised than alarmed—looked for them round the

rocks and out seawards. They were gone, having evidently been swept under and drowned by the action of the wave on the treacherous sand. Not five minutes had elapsed from the time they had entered the water to the time that they disappeared. On the day of the disaster, Mrs. Spender was at her house in Westbourne Terrace, Paddington, but the next day she hastened to Plymouth.

Of Mr. Spender it may be justly recorded that, whilst his untimely death is a misfortune to English journalism, society has even more reason to deplore him as a man of practical benevolence than as a conscientious and useful writer. Of his industry in journalism it may be remarked that he was at all times a thoughtful and prolific writer. A master of the political leader writer's art, he was also remarkable for his ability in gathering the latest news and gossip of the House of Commons. It is needless to add that so energetic a man was commercially successful, but to his honour be it said that in the busiest weeks of his busiest seasons he always found time for the systematic furtherance of his benevolent enterprises. As a social reformer, however, he was not more zealous than modest, and in labouring for the multitude he regarded himself as doing only his bare duty towards his fellow creatures. To a friend who expostulated with him earnestly in doing so much benevolent work when his private affairs needed so large a measure of daily care and effort, he answered with equal firmness and simplicity, "I look after my business for the sake of my wife, my children, and myself, but I hold that a man's duty to society requires him to have a little care for those who are not of his own household." Of his two lads, it may be remarked that they were fine, well-grown, hearty boys, with frank and gentle ways, that made it impossible to decide which was the brighter and more promising of the two.

#### THE WALMER LIFE-BOAT.\*

HARK ! a distant gun is sounding  
O'er the waters, wildly bounding ;  
Raging waves are fast surrounding  
Some wrecked ship to-night.  
On the shore the breakers, roaring,  
Loud as thunder now are pouring ;  
Far a signal high is soaring,  
Like a phantom light.

\* Reprinted, with the kind permission of the Authors and Publishers, from *Chambers's Journal*.

Moon and stars their aid denying,  
E'en to seek the living—dying—  
Who, to prayers and tears replying,  
Will the tempest face ?  
Oh ! for some brave ocean-ranger,  
Who would, through the cold and danger,  
Go to save, perchance, one stranger !  
Silence, for a space.

Hark ! the Life-boat bell is ringing,  
Gallant men are forward springing,  
Life, home, fear—away they're flinging,  
So the lost they save.  
Rockets now are brightly flashing ;  
Through the shingle sharply crashing,  
Off the Life-boat's swiftly dashing.  
Heaven guard the brave !

Through the night, that wanes so slowly,  
"Little ones," in accents holy,  
Mothers, wives, in dwellings lowly,  
Breathe their heartfelt prayer.  
When the stormy sea is swelling,  
Aching hearts in regal dwelling,  
All their pride and power quelling,  
Kneel as helpless there.

While the torches, dimly burning,  
Show the tide at last is turning,  
Hundreds wait, for tidings yearning,  
Watch, with eager eyes :  
See ! the first faint glimpse of morning  
Now the eastern sky adorning ;  
Hark ! the soldier's bugle, warning  
That the sun doth rise.

Then a little speck grows clearer,  
Draws—it seems but slowly—nearer,  
Seen by those to whom 'tis dearer—  
Known by them too well !  
Brighter now the morn is growing,  
Clearer, still, and clearer, throwing  
Light upon the billows, showing  
'Tis no dream we tell.

Fast the fatal sands they're leaving ;  
Hail ! the Life-boat, proudly cleaving,  
Where the angry sea is heaving  
Mountain-waves of foam.  
Onward, homeward, quickly nearing,  
'Mid the ringing, deaf'ning cheering,  
Loving words of welcome hearing,  
Greet the conquerors home.

Far away the wreck is lying ;  
But they bring, 'neath colours flying,  
Five poor Frenchmen, spared from dying,  
Safe to England's isle.  
English hands they're warmly pressing,  
English children they're caressing,  
Asking, praying, Heaven's blessing,  
With a tear and smile.

Simple words tell acts of daring—  
Unknown heroes laurels wearing,  
Brother-like all honour sharing,  
Now and evermore.  
Speed the Life-boat, England's daughters ;  
Bless her path across the waters ;  
Tell her gallant deeds of glory ;  
Spread the truthful, noble story,  
Far from England's shore.

AUGUSTA A. L. MAGRA.

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

President—HIS GRACE THE DUKE OF NORTHUMBRELAND, 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                                                                  | 9   |
| <i>Adventure</i> , dandy, of Bridgwater                             | 4  | <i>George and Valentine</i> , schooner                                | 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>Nania</i> , barque, of Luessino                                                                 | 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.                                        |     |
|                                                                     | 4  | <i>Gleaner</i> , schooner, of Southampton—assisted to save vessel and | 4  | Newbiggin fishing cobbles—rendered assistance.                                                     |     |
| <i>Alfred and Emma</i> , sch., Barrow                               | 5  | <i>Guiding Star</i> , schooner, of Wick                               | 8  | <i>Newland</i> , smack, of Kilkeel—saved vessel and                                                | 3   |
| <i>Allerton Packet</i> , sch., Whitstable                           | 5  | <i>Hannah and Joseph</i> , Liverpool—assisted to save vessel.         |    | <i>Noach T.</i> , barque, Rotterdam—assisted to save vessel and                                    | 20  |
| <i>Alma</i> , barque, of Drammen—rendered assistance.               |    | <i>Hannah Rathkens</i> , of Rostock                                   | 5  | <i>Nuphar</i> , s.s., of Shields—rendered assistance.                                              |     |
| <i>Alpha</i> , barque, of Shoreham                                  | 12 | <i>Happy Return</i> , brig, of Guernsey—assisted to save vessel and   | 8  | <i>Ocean Packet</i> , of Harlingen                                                                 | 7   |
| <i>Andromeda</i> , schooner, of London                              | 6  | <i>Harkaway</i> , lugger, of Shoreham—saved vessel.                   |    | <i>Pallas</i> , ketch, of Jersey—assisted to save vessel and                                       | 5   |
| <i>Anna Maria</i> , brig, of Blyth—assisted to save vessel and      | 7  | <i>Harriet</i> , schooner, of Goole—rendered assistance.              |    | <i>Pembrokeshire Lass</i> , Milford                                                                | 5   |
|                                                                     | 7  | <i>Hedvig Sophia</i> , Swedish barque                                 | 12 | <i>Pet</i> , fishing boat, of Lowestoft                                                            | 11  |
| <i>Ann and Elizabeth</i> , fishing coble, and another coble         | 7  | <i>Helene</i> , schooner, of Rye                                      | 3  | <i>Plymouth</i> , schooner, of Plymouth                                                            | 4   |
| <i>Annie</i> , schooner, of Padstow                                 | 5  | <i>Henri Helene</i> , of Nantes—rendered assistance.                  |    | <i>Porthdinllaen</i> boat—saved boat                                                               | 2   |
| <i>Ann Pritchard</i> , smack, of Carnarvon—saved vessel and         | 2  | <i>Hero</i> , barque, of North Shields                                | 15 | <i>Prospect</i> , smack, of Eyemouth                                                               | 2   |
|                                                                     | 2  | <i>Hope</i> , brig, of Hartlepool—assisted to save vessel and         | 8  | <i>Queen of Hearts</i> , barque, of Miramichie, N.B.                                               | 1   |
| <i>Augia</i> , barque, of Guernsey—assisted to save vessel and      | 10 | <i>Isabella</i> , schooner, of Portmadoc                              | 5  | <i>Rainton</i> , steamer, of Glasgow—rendered assistance.                                          |     |
|                                                                     | 10 | <i>Isid</i> , Italian barque—rendered assistance.                     |    | <i>Rebecca and Mary</i> , Carnarvon                                                                | 5   |
| <i>Aurora</i> , brig, of Ardrossan                                  | 7  | <i>Jacob Langstrum</i> , barque, of Gothenburg                        | 8  | <i>Result</i> , barque, of Guernsey                                                                | 9   |
| <i>Aurora</i> , schooner, of Christiania                            | 6  | <i>James</i> , schooner, of Belfast                                   | 6  | <i>Reward</i> , brig, of Guernsey—assisted to save vessel and                                      | 8   |
| <i>Azov</i> , barque, of Christiansund—saved a boat and             | 8  | <i>James</i> , s.s., of Greenock                                      | 4  | <i>Sarah</i> , ship, of Yarmouth, N.S.                                                             | 18  |
|                                                                     | 8  | <i>James Carthy</i> , schooner                                        | 10 | <i>Sarah</i> , smack                                                                               | 3   |
| <i>B. F. Nash</i> , brig, of New York                               | 11 | <i>James Vinnicombe</i> , Sunderland—assisted to save vessel and      | 17 | <i>Sarah Ellen</i> , sch., of Liverpool                                                            | 3   |
| <i>Barkley</i> , schooner, of Ipswich                               | 5  | <i>Jane</i> , boat, of Hunstanton                                     | 6  | <i>Sea Lark</i> , schooner, of Castle Hill—assisted to save vessel and                             | 5   |
| <i>Barrogill Castle</i> , schooner                                  | 10 | <i>Jane</i> , schooner, of Whitehaven                                 | 5  | <i>Sheringham</i> boat saved, and                                                                  | 2   |
| <i>Beatriz</i> , brig, of Whitby                                    | 6  | <i>Jane and Ellen</i> , sch., Nefyn                                   | 3  | <i>Sisters</i> , barque, of Sunderland                                                             | 11  |
| <i>Beautiful Star</i> , schooner—rendered assistance.               |    | <i>Jane Cameron</i> , schooner                                        | 5  | <i>Staney</i> , schooner, of Belfast                                                               | 1   |
| <i>Berdinkha</i> , brig., of Hartlepool                             | 14 | <i>Jessie</i> , schooner, of Perth                                    | 4  | <i>Starling</i> , schooner, of Goole—assisted to save vessel and                                   | 5   |
| <i>Blanche et Louis</i> , brig., Nantes                             | 4  | <i>Jeune Prosper</i> , schooner                                       | 1  | <i>Success</i> , fishing vessel, of Rams-gate—rendered assistance.                                 |     |
| <i>Cardigan Island</i>                                              | 4  | <i>Johanna Vrow</i> , schooner, of Altona—assisted to save vessel.    |    | <i>Suez</i> , brig, of Sarpsborg                                                                   | 9   |
| <i>Ceres</i> , ship, of Greenock                                    | 23 | <i>John and Eliza</i> , smack                                         | 2  | <i>Supply</i> , schooner, of Newport                                                               | 3   |
| <i>Charm</i> , schooner, of Montrose                                | 3  | <i>John Douse</i> , brig, Falmouth                                    | 2  | <i>Test</i> , of Portmadoc—assisted.                                                               |     |
| <i>Christopher Hansteen</i> , brig, of Christiania                  | 8  | <i>Junak</i> , barque, of Spalato                                     | 14 | Three Teignmouth fishing boats                                                                     | 10  |
| <i>Constantia</i> , barque, of Sunderland                           | 12 | <i>Kate</i> , schooner, of Ramsey                                     | 4  | <i>Urania</i> , s.s., of Swansea                                                                   | 10  |
| <i>Craigs</i> , brig, of Whitby—assisted to save vessel and         | 1  | <i>King Ja-Ja</i> , s.s., of Carnarvon                                | 10 | <i>Victoria</i> , barque, of Sunderland                                                            | 9   |
|                                                                     | 1  | <i>La Belle</i> , brig, of Shoreham                                   | 8  | <i>Vier Broeders</i> , of Groningen                                                                | 4   |
| <i>Crocodile</i> , brig, of Dartmouth—remained by vessel.           |    | <i>Lady Havelock</i> , brig                                           | 8  | <i>Vigilant</i> , of St. Andrew's                                                                  | 1   |
| <i>Crusader</i> , ship, of Liverpool                                | 22 | <i>Les Deux Sœurs</i> , ketch—assisted to save vessel and             | 13 | <i>Vine</i> , schooner                                                                             | 2   |
| <i>Dakota</i> , steamer, of Liverpool                               | 20 | <i>Lily</i> , brig, of Guernsey—assisted to save vessel and           | 8  | <i>Wancoma</i> , schooner, of Belfast                                                              | 2   |
| <i>D'Artagnan</i> , French brig                                     | 5  | <i>Linda</i> , yacht, of Carnsore                                     | 2  | <i>Wave</i> , schooner, of Guernsey                                                                | 6   |
| <i>Darling</i> , sloop, of Beaumaris—assisted to save vessel and    | 2  | <i>Izzie Male</i> , schooner, of Padstow                              | 6  | <i>White Rose</i> , smack—saved vessel                                                             | 6   |
|                                                                     | 2  | <i>Louisa</i> , brigantine, of Weymouth—saved vessel and              | 7  | <i>Wohldorf</i> , barque, of Keil—assisted to save vessel and                                      | 9   |
| <i>Dillywyn</i> , brig, of Swansea—saved vessel and                 | 8  | <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.                               | 848 |
| <i>Dorothea</i> , barque, of Sunderland—assisted to save vessel and | 11 | <i>Maggie Kelso</i> , sch., of Ardrossan                              | 3  | During the same period the Institution granted rewards for saving Lives by fishing and other boats | 200 |
|                                                                     | 11 | <i>Marietta</i> , ship, of Liverpool                                  | 13 |                                                                                                    |     |
| <i>Ebenezer</i> , smack, of Bideford                                | 3  | <i>Martin Bailly</i> , of Yarmouth—assisted to save vessel and        | 6  |                                                                                                    |     |
| <i>Eidswoold</i> , brig, of Arendal—assisted to save vessel and     | 8  | <i>Mary</i> , schooner, of Liverpool                                  | 3  |                                                                                                    |     |
|                                                                     | 8  | <i>Mary Helen</i> , schooner, of Fowey—saved vessel.                  |    |                                                                                                    |     |
| <i>Elizabeth</i> , smack, of Cardigan                               | 2  | <i>Mermaid</i> , brigantine—assisted to save vessel.                  |    |                                                                                                    |     |
| <i>Ensimainen</i> , schooner, of Borga                              | 12 |                                                                       |    |                                                                                                    |     |
| <i>Eva</i> , barque, of Dublin                                      | 3  |                                                                       |    |                                                                                                    |     |
| <i>Eyemouth</i> fishing boats, assisted to save 21 boats and        | 21 |                                                                       |    |                                                                                                    |     |
|                                                                     | 21 |                                                                       |    |                                                                                                    |     |
| <i>Flora</i> , ship, of Liverpool—rendered assistance.              |    |                                                                       |    |                                                                                                    |     |
| <i>Fortuna</i> , brig, of Oster Risør                               | 6  |                                                                       |    |                                                                                                    |     |
| <i>Fraserburgh</i> fishing boats—rendered assistance.               |    |                                                                       |    |                                                                                                    |     |
| <i>Fred Eugene</i> , sch., Portland                                 | 9  |                                                                       |    |                                                                                                    |     |
| <i>Fria</i> , schooner, of Thisted—assisted to save vessel and      | 7  |                                                                       |    |                                                                                                    |     |

THE COMMITTEE OF MANAGEMENT have to state that during the year 1877 the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £37,860 on its 268 Life-boat Establishments on the Coasts of England, Scotland, and Ireland in addition to having contributed to the saving of 1,048 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 25,800; for which services 92 Gold Medals, 887 Silver Medals, and £56,000 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. COUTTS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street; Messrs. HOARE, 37 Fleet Street, London; by all the other Bankers in the United Kingdom; by all the Life-boat Branches; and by the Secretary, RICHARD LEWIS, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London, W.C.—August 1878.

Total of Lives saved } 1,048  
in 1877 ..... }