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COLLISIONS AT SEA.

THE LOSS OF THE *PRINCESS ALICE*.

THE year 1878 will long be remembered by the inhabitants of London as the year in which the passenger steamer *Princess Alice* was sunk in the Thames by collision with the *Bywell Castle*, with the loss of more than 600 persons, out of about 850 supposed to have been on board.

Numerous vessels have been sunk from time to time by collision and otherwise, on our own coasts and in the neighbouring seas, which have been attended with lamentable destruction of life; yet, in all probability, not one ever before produced so general a sense of horror, and awoke such profound sympathy for the relatives and friends of those who were lost.

Nor is it to be wondered that such was the case, since this dreadful catastrophe occurred almost in our midst; and it is in the natural constitution of human nature to be more deeply impressed by loss of life and misery in our presence than in that which is remote from us; the loss of a single life before our eyes making a more lasting impression on the mind than the knowledge by report of a thousand deaths by famine or the sword at a distant part of the world. And, no doubt, it is well that such should be the case, since all sufferers must be dependent for immediate help on those who are witnesses to, or at once cognisant of, their sufferings or misfortune; and if these were

under the influence of general humanitarian and cosmopolitan feelings alone, it might often happen, as in the case of the "man who fell among thieves" in the scriptural parable, that but too many, like the priest and the Levite, would "pass by on the other side."

There was also a further cause for general compassionate interest in the circumstance that, as in the case of the *Northfleet* in 1873, so many of the lost were women and children.

What, indeed, can be more inconceivably touching than the sudden violent death of a crowd of innocent children, on their way to their several homes after the enjoyment of a pleasant holiday, which might have been long looked forward to with delight as a relief from the monotonous tedium, confinement, and restrictions of a city life?

The year 1878 has, in truth, been rife with melancholy catastrophes. The loss of H.M.S. *Eurydice*, that of the German ironclad frigate *Grosser Kurfürst*, the explosion in the Abercarne coal mine, the railway collision at Sittingbourne, and other deplorable accidents, following quickly one after the other, have combined to make it a year of fatal memories; but the crowning horror of the year to the people of our great metropolis has been the loss of the *Princess Alice*.

The circumstances of the catastrophe have been so recently and repeatedly narrated in the newspapers of the day that we need only briefly relate them.

On the 3rd September last, at a little before 8 o'clock in the evening, the *Princess Alice*, a fragile river steamer, crowded to excess with passengers, an unusually large portion of whom were women and children, was on her return journey from a day's excursion to Gravesend and Sheerness. When within a short distance of Woolwich, on rounding a point on the south shore of the river, she came suddenly in contact with the large screw collier *Bywell Castle*, outward bound for the North, which vessel, running stem on to the broadside of the ill-fated passenger steamer, nearly cut her in two, and caused her to instantly fill with water and sink, carrying down with her, or leaving to struggle on the water's surface, the 800 or more persons that were on board her, of whom it is now ascertained that more than 600 must have perished.

Of the comparatively few survivors, several were rescued by ropes thrown from the *Bywell Castle*, and many were picked up by boats which were quickly on the spot, while a few swam to the shore.

Dreadful must have been that sight, harrowing must have been the commingled cry of despair which arose from that struggling, dying crowd. Words cannot describe, the imagination scarce conceive, the horrors of such a scene, and the vain attempt to do so cannot now restore the dead nor heal the wounded spirits of those who mourn. We will therefore turn to the more useful consideration of the subject in its practical aspects—first, as to the causes which led to the collision, and, secondly and chiefly, as to the practicability of adopting measures which at least may diminish the chances of similar disasters in the future or minimise their effects. On the first head, it is a natural impulse to conclude that some one must be to blame, and in all probability the larger and stronger vessel—just as, if a woman

or child were thrown down in the street by violent contact with a powerful man, the majority of persons on the spot would impulsively conclude that the man was wholly in fault, whereas the reverse might be the case, or, more probably still, the over-anxiety to avoid each other might have been the sole cause of the accident. So, on this terrible accident becoming first known, rumours that the whole blame rested on the *Bywell Castle* were seized on with avidity. It was said that she had pursued her course without a moment's delay to ascertain what mischief she had done; that she had lowered no boats, and thrown no ropes or life-buoys, to the aid of the drowning persons who were all around her; that she was carelessly pursuing her way down the river, keeping an insufficient look-out, and heedless of all consequences to any smaller craft that might cross her path or be approaching in an opposite direction; and, lastly, it was reported that some of her officers and crew, if not her captain, were intoxicated at the time.

So far, however, as is yet known, not one of the above hasty conclusions is correct.

It is not our office to define the proportionate amount of blame, if any, attachable to those in command of either vessel, which will probably be elicited by the official inquiry conducted by the BOARD OF TRADE. We may be quite sure, however, that the one vessel as much as the other was anxious to avoid all collision, and to pursue her voyage in safety and without accident to its end.

It is nevertheless only just to those on board the *Bywell Castle* to state that a light vessel going down the river, having the tide with her, would not be so well under command as one coming up with an adverse tide, and that the latter, making slower progress and being anxious to convey her living freight as quickly as possible to their homes, would be naturally induced to keep chiefly that end in view, and to cross the river from one side to the other at some of its bends to avoid

the tide where running strongest. Indeed, it was stated in evidence at the coroner's inquest that such was a common custom, and hence it was not unnatural that the Captain of the *Bywell Castle* should have concluded that the *Princess Alice*, whose red or port-bow light only was seen by him, on her shooting past Tripcock Tree Point on the south shore, was crossing the river to the next point on the north side, called the Devil's House, and that he therefore put his helm to port in order, as he supposed, to pass under her stern.

Such, however, was not the case, since it was stated by different witnesses who were on board the *Princess Alice* that she did not cease to keep her helm to starboard in order to round Triptree Cock Point as closely as practicable, and continue her course on the south side of the river. It was, however, also stated in evidence that any long vessel in turning the point against an ebb-tide might be carried far across towards mid-stream, owing to the tide catching her bow whilst her stern was yet in still water, and thus counter-acting the effect of the rudder.

The following extract from the log of the *Bywell Castle* briefly, but graphically, describes her part in the dreadful transaction from her own Captain's point of view:—

"The master and pilot were on the upper bridge; John Hardy on the look-out, on the topgallant fore-castle; William Charles Haines, Henry Gribbin, and William Brankstone (second mate) at the wheel. Light airs, and weather a little hazy. At 7.45 p.m. proceeded at half-speed down Gallion's Reach. Being about the centre of the reach, observed an excursion steamer coming up Barking Reach, showing her red and masthead lights, when we ported our helm to keep over towards Tripcock Point. As the vessels neared, observed that the other steamer had ported, and immediately afterwards saw that she had starboarded and was trying to cross our bows, showing her green light close under the port bow. Seeing collision inevitable, stopped our engines and reversed full speed, when the two vessels collided, the bow of the *Bywell Castle* cutting into the other steamer, which was crowded with passengers, with a dreadful crash. Took immediate measures for saving life by hauling up over the bows several men of the passengers, throwing ropes' ends over all round the ship, throwing over four life-buoys, a hold ladder, and

several planks, and getting out three boats, keeping the whistle blowing loudly all the time for assistance, which was rendered by several boats from the shore and a boat from another steamer; the excursion steamer, which turned out to be the *Princess Alice*, turning over and sinking under the bows. Succeeded in rescuing a great many passengers, and anchored for the night. About 8.30 p.m. the steamer *Duke of Teck* came alongside, and took off such of the passengers as had not been taken on shore in the boats."

The description here given of the position and steerage of the *Bywell Castle*, compared with results and with the evidence on the other side, shows that her Captain misinterpreted the intentions of the other vessel, which probably caused the accident; but it does not imply blame to the Master or Pilot of either craft.

It, however, may well cause a doubt to arise in our minds as to whether there is not room for improvement in the maritime "Rule of the Road," &c., by the introduction of some well-defined signals, which may indicate the present and intended steerage of any vessel to others approaching it during the night. The only practical object, however, to be gained by tracing the calamity to its true cause is that, as like causes produce like effects, experimental knowledge may be obtained for future guidance.

This brings us to the consideration of the second and most important division of our subject, the prevention of loss of life from the collision of vessels in the future, more especially in narrow and winding channels, such as that of the river Thames, which division we will again subdivide under two heads:—

First, such an addition to the established "Rule of the Road," in conjunction with suitable night signals, as would enable two vessels approaching each other in the night to distinguish the direction in which each was steering and intending to steer.

Secondly, precautionary and remedial measures, and the provision of appliances for saving the crew and passengers of any vessel after a collision or other accident had occurred, such as boats, life-buoys, life-belts, and other floating articles.

On the first head, it appears that for a certain number of years the local "Rule of the Road" for the navigation of the Thames was in force which required that all vessels going up the river should keep on one side of it, and those outward bound on the other; that is to say, as far as it might be practicable to do so, for sailing vessels working to windward would of necessity have to cross from side to side.

The rules for avoiding collision on the river have, however, since 1862 been the same as those prescribed for preventing collisions at sea, but a committee appointed by the BOARD OF TRADE, ADMIRALTY, and TRINITY HOUSE, prior to this collision, have proposed that the old rule for navigating steamships in narrow channels should be returned to, viz. that each ship should keep to the starboard side of mid-channel. To port helm would then always be right on the approach of another ship, and would agree with the "Rule of the Road" at sea.

They also recommended additional words in the Rules to signify that to port the helm means to alter the course to starboard, and *vice versa*, since foreigners would generally understand the above terms in the reverse sense of that intended.

On the rivers of the United States certain varied notes of the steam whistle indicate to neighbouring vessels the course about to be taken—an excellent system, which might with advantage be adopted by this and other countries. These signals are as follows:—

1. One short whistle—"I am starboard-ing my helm."
2. Two short whistles—"I am porting my helm."
3. One long, continuous whistle—"Engines are stopped."
4. One long, then one short whistle—"Going ahead slowly."
5. A series of short whistles—"Engines reversed."
6. One short, then one long whistle—"Going astern, or stopped."

An ingenious description of night signals has also been lately invented by Lieutenant E. W. VERY, of the United States Navy, and adopted by that Government, which might readily be utilised to indicate the intended movements of any ship. It consists of a large-bored pistol, from which are discharged, to a considerable height or distance, brilliant fireballs of various colours, such as those thrown up by the firework called a "Roman candle." The cartridges and fireballs being in waterproof cases, and igniting by percussion, they could be used in wet and stormy weather with much greater facility and rapidity than rockets, besides being of much less expensive character, and one of these fireballs being discharged from a ship's bows to the right or left might be made to indicate that the course was being altered to starboard or port, whilst one thrown up perpendicularly might signify that the engines were stopped.

Some such forewarning, at all events, seems to be indispensable, and no doubt the practicability of the same will be fully considered by the public Board of Inquiry at present sitting.

Under the second head, precautionary and remedial measures, as might have been expected, many suggestions have followed this disaster, a prominent place amongst which, we think, should be given to overcrowding, which cannot but be a fruitful source of danger, and which, we trust, will be seriously considered by the Government Board of Inquiry.

Thus we find that the *Princess Alice*, a slight, narrow vessel, of only 251 tons gross tonnage, and with only 20 feet 2 inches beam, was registered to carry no less than 936 passengers, being, in our opinion, about twice as many as she ought to have been allowed to carry. Indeed, it has been stated that she was on a previous occasion nearly upset, in consequence of the passengers from some cause surging to one side of her deck.

Another precautionary measure which has been suggested is that all steamers entrusted with the lives of so many per-

sons should be divided into separate sections by water-tight bulkheads, which, even in so extreme a case as that of a vessel being cut in two, like the *Princess Alice*, would at least retard the sinking of her hull, and so afford time for the rescue of a large number, if not all, of those who were on board her.

Another suggestion made is that all river passenger steamers should, like the splendid ferry paddle steamers of the Mersey, which are continually crossing between Liverpool and its south shore, have their sponsons extended through their whole length, but tapering towards the bow and stern, thus adding immensely to their strength, and forming an invaluable buffer or fender in the event of their being run into, or, in modern phraseology, rammed, on the broadside, which would have to be completely cut through or crushed before the vessel's side could be touched by the stem of the aggressive ship.

A third precautionary measure which has been proposed, consequent on this lamentable collision, is that the excursion steamers on the Thames should not be allowed to ply after dark. Regarding this suggestion, we will merely observe that of necessity many passenger steamers must be making their voyages during the night; at the same time, however, there can be no reason why these daily excursion steamers on the Thames should not be required so to arrange their trips as to conclude them before nightfall.

Lastly, we come to the old and vexed question as to what contrivances are the best to effect the rescue of persons on board vessels after disaster has occurred. In considering that question, however, it will be as well to divest our minds of the idea that any contrivances, however ingenious and suitable, would ever be sufficiently available in cases of disaster so sudden and complete as that of the *Princess Alice*, especially when occurring in the night, to do more than save a portion, and often perhaps but a small portion, of lives that would otherwise be lost. The confusion on such occasions is so great, and the

helplessness of those to be saved so complete from fear and loss of presence of mind, especially as regards females, that they are incapable of availing themselves of the help placed in their hands.

At the head of such contrivances must be placed the ship's boats; and of course if the boats were sufficiently numerous, and could always be promptly and safely lowered, they would deservedly occupy the first place. Unfortunately, however, such is not the case, since, as a rule, they are insufficient in number, often out of order, or with plugs out and not to be found; if lowered in time, have one end lowered before the other, and are at once swamped, or are so over-filled with frightened people that they immediately upset.

The only suggestions that we can offer respecting them are that, when passengers are on board, they should be kept always clear for lowering, with their plugs always in, their oars and thowel pins or crutches always ready for instant use, that the lowering apparatus should be incapable of lowering or releasing one end before the other, and that they should be self-releasing from the davits on becoming immersed by the foundering of the ship.

Next to the ship's boats, an abundant supply of floating bodies, which could be individually appropriated by persons either in the water or before immersion, is of paramount importance. Life-buoys and efficient life-belts are very good as far as they will go, but they cannot be supplied in sufficient numbers in crowded passenger vessels on excursion trips.

There is no reason, however, why the seats and benches on deck, and the cushions of the seats and chairs in the saloons, might not all be made of such buoyant material that each would readily float one or more persons in the water. The seat cushions in saloons and cabins might be formed of a number of small, separate parts, each of which, having a buckle and strap attached to it, could be carried on deck by a passenger on the first signal of alarm, and, secured round the body, would be at once an efficient life-

belt. Samples of such life-belt cushions can be seen at Messrs. J. & A. W. BIRT's, the Life-belt and Life-buoy Manufacturers to this INSTITUTION, the ADMIRALTY, and BOARD OF TRADE, as also an ingenious adaptation of the common camp stool provided on board passenger steamers, by which each is converted into a life-buoy.

It has been often suggested that the saloons and other apartments on the upper deck should be made water-tight and portable, so that they might be readily released, and might each form a safe and covered raft, which would of itself float away from a ship on its foundering. It appears to us that there ought not to be any insuperable difficulty in so adapting them, but no plan of effecting the same

has yet been promulgated which has found favour with the owners of ships.

These wholesale consignments of human beings to destruction, even in our tidal rivers, without any serious efforts to prevent them, are not, however, a credit to us, either as a great maritime nation or as a Christian people attaching a proper value to human life, and feeling an adequate sense of the duty which we owe to one another.

We may reasonably hope, therefore, that some good may arise from this calamity by its awakening in us a sense of our responsibilities, and thereby causing such steps to be taken as may diminish the number of such catastrophes and lessen their evil effects when they occur.

SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT INSTITUTION FROM THE 1ST APRIL TO THE 30TH SEPT. 1878.

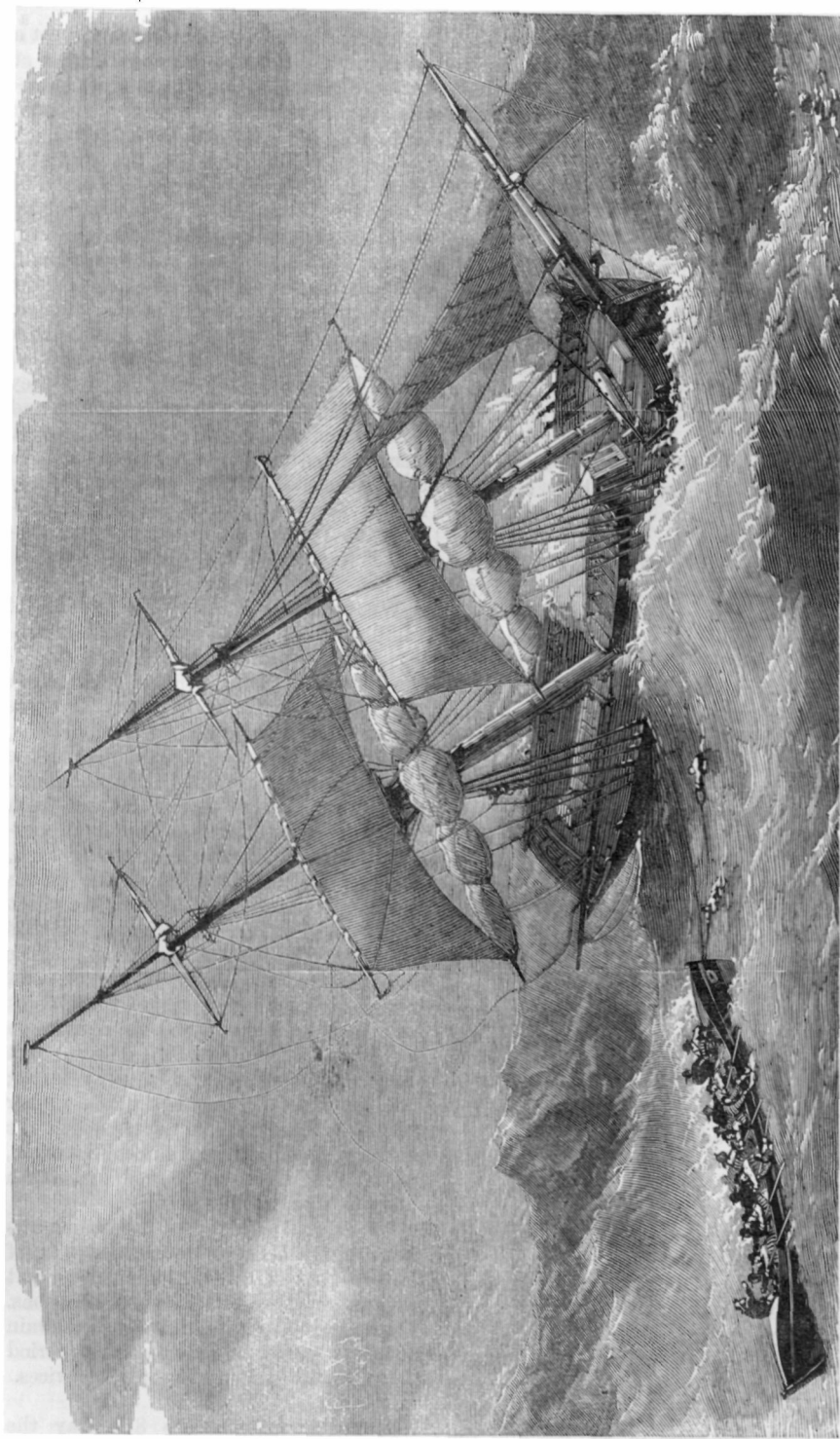
PALLING.—On the 6th April, at about 7 A.M., the s.s. *Spartan*, of Rotterdam, bound from Hamburg to London, with a cargo of sugar, grounded on the Hasborough Sands during a dense fog. On the following morning, the fog having cleared, the vessel was discovered, and the Palling No. 2 Life-boat, the *British Workman*, and a yawl put off to her assistance, and remained by her all day. In the evening the yawl took off 3 of the crew and landed them at Palling, the Life-boat still lying by the vessel, the remainder of the crew (10 men) having been taken on board the boat. The steamer ultimately floated; sail was then made, and with the aid of the Life-boat she was beached at Winterton at 2.30 A.M. on the 8th April; she, however, became afterwards a total wreck.

Again, on the 22nd April, during a strong E. wind, a vessel was observed on shore on the Hasborough Sands. The Life-boat *British Workman* was launched, and proceeded to the vessel, which proved to be the brig *Jeanne d'Arc*, of Trouville, bound to that port from Christiansand, with deals and battens. With the aid of a steam-tug and the Life-boat the brig, which had sustained much damage,

was got afloat and taken to Yarmouth Harbour. She carried a crew of 12 men.

On the 5th June, at 4 A.M., during squally weather, a vessel was observed ashore on Horsey Beach. The No. 1 Life-boat, the *Parsee*, proceeded to her through a heavy sea, and found she was the brig *Golden Plover*, of Sunderland, on a voyage from that port to Bari, Gulf of Venice, with a cargo of coal and bricks. She carried a crew of 10 men, who were taken into the Life-boat and brought safely to land.

WHITBURN.—On the 20th April, the brig *Eliza*, of Shoreham, bound from Stockholm to Sunderland with deals and iron, drove on shore a little to the northward of Whitburn Steel. Signals of distress were shown, and the Coast-guard at once attended with the rocket apparatus, while the crew of the *Thomas Wilson* Life-boat was also mustered. The rockets failing to effect a communication, horses were obtained, and the Life-boat was taken a long distance to the southward before she could be launched, it being nearly low water. Eventually she succeeded in reaching the vessel, and brought the crew, consisting of 9 men, safely ashore.



THE LIFE-BOT SERVICE.

TYRELLA, Co. DOWN.—On the 13th April, at about 7 A.M., the brigantine *Cygnat*, bound from Silloth to Dundalk, with a cargo of coal, was driven ashore in Dundrum Bay during a strong S.E. gale. The *Memorial* Life-boat put off to her assistance, and with some difficulty and danger, owing to the strength of the gale and the heavy seas breaking over the vessel, succeeded in rescuing the crew, consisting of 4 men.

On the 22nd September, during a heavy gale from S.S.W., the smack *Wasp*, of Belfast, had her sails blown away, and drove ashore at Ringmore, in Dundrum Bay. The *Memorial* Life-boat put off to her assistance and rescued the crew, consisting of 3 men. The vessel was bound from Troon to Newry with a cargo of coal.

ARKLOW.—The Coxswain of the *Out Pensioner* Life-boat, of the NATIONAL LIFE-BOAT INSTITUTION, stationed at Arklow, makes the following report of the circumstances attending the wreck of the barque *Broughton*, of Swansea, on the Irish coast, and the rescue of her crew by that Life-boat:—"24th April, 1878, at 5 P.M., it was reported by Arklow Coastguards that a vessel was on the Arklow Bank. The Life-boat was launched, and taken through a very heavy sea over the bar, the wind being E.N.E., and the tide being ebb. She then proceeded to Mizen Head, where she was anchored about midnight. At about 1.30 A.M. got sail on the boat and proceeded to the Arklow Bank, where, at daybreak, the vessel was seen about two miles to leeward. The Life-boat went outside the Bank to the barque, and anchored under her port quarter, when a sea filled the boat. The vessel's crew then veered out a cork fender, but the line broke; a second fender was then veered out, to which a hawser was attached, but the Life-boat filled a second time, when she attempted to get close to the vessel, and shipped a sea fore and aft, washing the coxswain overboard. He was not missed for a time, but happily, though with some difficulty, he was eventually rescued. The boat was afterwards again overwhelmed by the heavy seas, and the crew, believing it to be impossible for them to reach the vessel then, from the state of the sea and the long exposure they had undergone, it was

considered best to return ashore and get a fresh crew. The boat reached Arklow at about 9.30 A.M., when a fresh crew immediately manned her, and proceeded under a double-reefed foresail to Arklow Bank on the first of the flood tide, the wind still blowing very hard from the E.N.E. The boat was again filled twice in attempting to cross the bank. Her head was then turned to the shore, five tacks were made, and eventually she was got through the Mizen Swash, then ran before the wind to the barque, and let go her anchor under the vessel's quarter. The boat was filled twice, her crew being drenched, but they succeeded in getting a grapnel astern and a line from the ship, and in this manner were enabled to take on board the vessel's crew, consisting of 15 men, and safely landed them at Arklow at 6.15 P.M.—RICHARD WADDEN, Coxswain of the Life-boat."

WEXFORD.—On the 25th April, at 11.30 A.M., the s.s. *Montagu*, of Liverpool, was observed ashore on the south side of the East Bar Channel. The *Civil Service* Life-boat was at once launched, and was taken in tow by the steam-tug *Ruby*, which had been to the assistance of the stranded vessel, but had been unable to communicate with her. Having been placed to windward, the Life-boat proceeded under oars, the sea running high, and got safely under the lee side of the vessel. It was desired that the boat should take off the passengers; and this was done. The master and crew, hoping that the weather would moderate, and that they might get the ship afloat at next high water, resolved to remain on board until then. The Life-boat was got clear of the vessel, and after a strong pull to windward was taken back to her station by the tug, on board which the passengers, consisting of 4 men, 8 women, and 6 children, were placed and taken safely to Wexford.

The Silver Medal of the Institution was voted to Mr. MARCUS BOYLE, Coxswain of the Life-boat, in recognition of his gallant services on this and previous occasions. He has performed the duties of coxswain for many years, and during that period he has rendered many important services.

CULLERCOATS.—On the 8th May the *Palmerston* Life-boat was launched to the

aid of several fishing vessels which had been overtaken by a heavy sea, rendering it dangerous for them to cross the bar in returning to port. The boat remained some time afloat assisting the boats into harbour.

SCARBOROUGH.—On the 8th May the fishing coble *Sarah*, of this port, which had gone out at about 3 A.M., was caught in a gale from the E.S.E. which subsequently sprang up, and at about 8.30 she was seen making for the harbour. The sea had risen very much, with a great deal of broken water towards the shore, and as the coble was in great peril, the Life-boat *Lady Leigh* was launched. The crew of the coble, consisting of 3 men, were taken into the Life-boat, and their boat was then towed safely into harbour.

WHITBY.—On the 8th May two fishing vessels, the *Eliza* and the *James and Sarah*, belonging to Scarborough, were seen to be making for Whitby Harbour, during a strong S.E. breeze. The sea being very heavy, it was impossible for them to enter the harbour safely, while they could not remain at sea without great risk to the lives of the crews. The Life-boat *Robert Whitworth* was therefore launched, and proceeded to the boats and took off the crews, consisting of 2 men from each coble. One of the boats afterwards sank; the other, with the aid of the Life-boat and crew, was eventually landed on the beach.

On the 12th September a gale from the N. suddenly sprang up. About fifty fishing boats were lying at anchor in the roads, and were in great danger of being driven ashore. Part of their crews had landed with their fish, and as they were unable to get back to their vessels, the Life-boats *Robert Whitworth* and *Harriott Forteach* were launched and put some of the crews on board their boats. By that time the wind and sea had increased in violence, and four of the craft drove ashore, but their crews were fortunately rescued; the majority of the boats slipped their anchors and ran south. The Life-boats remained out about two hours, and ultimately the *Robert Whitworth* succeeded in saving 2 men from the boat *Welcome*, of Hartlepool. About ten minutes after the men were taken out of her, the boat foundered.

DROGHEDA.—On the 11th May, at about 11.30 A.M., a vessel was reported to be in distress outside the Bar. The crew of the No. 2 Life-boat, *John Rutter Chorley*, were assembled, and the boat was launched as quickly as possible and proceeded out to the vessel. On nearing the wreck, it was found that she was sinking, and it was seen that her crew, 2 in number, had been compelled to take to their own boat. The Life-boat went after them and took them safely ashore. The vessel proved to be the smack *Thom*, of Chester, bound from Bangor to Dublin with slates.

On the 23rd August, the brigantine *Frances Mary*, of Drogheda, stranded on Drogheda Bar during a heavy E. gale, accompanied by a rough sea. The *John Rutter Chorley* Life-boat proceeded to her assistance, but only 1 of the crew then came ashore in her, the others desiring to remain by their vessel in hopes that she might not become a wreck. At low water, however, they were compelled to leave her, and landed in their own boat at great risk. The vessel subsequently became a total wreck. She was bound from Ayr to Drogheda, with coal, and carried a crew of 4 men.

CLACTON-ON-SEA.—On the 23rd May, the *Albert Edward* Life-boat rescued the crew, consisting of 9 persons, from the brig *Garland*, of South Shields. The particulars of this service were fully detailed in the last number of the *Life-boat Journal*. (Vide page 369.)

RAMSGATE.—On the 30th July, signal guns were fired from the *Gull* light-ship. The *Vulcan* steam-tug and *Bradford* No. 2 Life-boat were manned as quickly as possible, and proceeded direct for a vessel which was observed ashore on the N.N.W. part of the Goodwin Sands. On arriving alongside, the services of the Life-boat and steamer were at once engaged. A boat from Deal, with two men, had previously arrived, and another Deal boat subsequently came up. The crew of two men of the last-named boat went on board the vessel, but finding that their services were not required, they were about to get into their boat again when it was found that she had been stove and filled with water. They then waded through the surf to the other boat, and on the tide

flowing, the four men attempted to get that boat off the sand, but, owing to the heavy sea, she was also stove and filled. The men then waded up to their waists in water towards the vessel, and, on their perilous situation being observed, the ship's boat was lowered by the Life-boatmen, and they were brought safely on board. As the tide flowed, the wind and sea increased, and the steamer, which had been riding near the vessel, then attached her towing hawser and commenced towing, but after some time the rope broke. A larger towing hawser was then made use of, and eventually the vessel came afloat, and was taken into Ramsgate Harbour. She was the brigantine *Donna Maria*, of Swansea, 123 tons, from Burntisland to Cherbourg, with coal. Her crew consisted of 6 men.

BROADSTAIRS.—On the 30th July, at 4.30 A.M., during a strong N. wind and heavy sea, the Life-boat *Samuel Morrison Collins* was launched in reply to signal-guns fired from the *Gull* light-ship. On arriving at the Goodwin Sands, the schooner *Star of the West*, of Bridgwater, was found ashore there. The Life-boat, with great difficulty, succeeded in getting her off the sand, and took her, with her crew of 5 men, safely into Ramsgate Harbour. The boat sustained much damage in the performance of this service.

STAITHES, YORKSHIRE.—On the 12th September, the Life-boat *Hannah Somerset* went out to the assistance of several fishing cobles which had been overtaken by a sudden gale from the N., accompanied by a heavy sea, and were in great danger. She conveyed ropes, anchors, &c., by which means several of the cobles were saved. Three of the boats, however, were driven on shore, and were totally wrecked.

WELLS, NORFOLK.—On the 12th September, during a very heavy gale from the N., accompanied by a heavy sea, at 5 P.M., the fishing sloop *Sally*, of this port, was making for the harbour when her mainsheet and boom gave way, and she was driven on the East Sands. The "Penny Readings" Life-boat *Eliza Adams* was launched, and was towed by a steam-tug as far as the Sands; she then proceeded to the sloop, and succeeded in saving the crew of 4 men.

NEWBIGGIN, NORTHUMBERLAND.—On the 15th September several of the large herring boats belonging to this place were lying at anchor in the bay when a very violent gale suddenly sprang up, and the sea rose very rapidly, and they were in great danger of sinking at their moorings or of being driven on the rocks. Their crews, who were ashore, were totally unable to go out to them in the small boats or cobles generally used by them. The Life-boat was accordingly brought into requisition, and the fishermen taken out to their boats, which were then safely got out of the bay or into shelter, with the exception of one, which was stove on the rocks.

DOUGLAS, ISLE OF MAN.—On the 16th September, at 1 P.M., a vessel was observed about eight miles off Douglas Head showing signals of distress. The wind was blowing a whole gale from the W. at the time. The No. 2 Life-boat, *John Turner-Turner*, immediately put off to her assistance, and found it was the brigantine *Delhi*, of Belfast, 128 tons register, bound from Poole to Runcorn with a cargo of china clay. Her decks were completely swept by the sea; she was leaking badly, and was apparently foundering. Her crew of 6 men were in a most exhausted condition, having been hard at work at the pumps for some time, and were with difficulty clinging to the rigging. The Life-boat with great difficulty succeeded in getting close to the vessel, took the men off, and landed them at Douglas at 8.30 P.M. The vessel subsequently foundered.

THURSO, N.B.—On the 16th September a very severe W. gale was experienced here. About nineteen sailing vessels and two steamers were lying in Scrabster Roadstead at the time. Some of them had anchored far out beyond the proper anchorage-ground, and in the afternoon were riding very heavily, and apparently dragging their anchors. The *Charley Lloyd* Life-boat put off to their assistance, and brought ashore the crews, consisting of 10 men, from the brigantine *St. Helen*, of Carnarvon, smack *Maggie*, of Sunderland, and smack *Ann*, of Berwick. The Life-boat was then kept afloat in Scrabster Harbour, and her crew remained in attendance in case their services should be again required. Later in the afternoon some of the other vessels

showed signals of distress, and the Life-boat proceeded to their assistance, and brought ashore 31 persons from the schooners *Eva*, of Runcorn; *Unionist*, of Berwick; *Jane Shearer*, of Thurso; *Ann*, of Runcorn; *Lark*, of Aberdeen; *Phoenixian*, of Corrin; and *Caroline Marton*, of Dumfries. The Life-boat finally landed at about 8.30 p.m., having been out five times during the day.

FLEETWOOD.—On the night of the 18th September the barque *Charles Challoner*, of Fleetwood, bound for that port from Quebec, with timber, was endeavouring to make the harbour in tow of a steam-tug; but the steamer was not sufficiently powerful, as the wind was blowing a gale from W.N.W. at the time, and about midnight the barque was driven on to Bernard Wharf, a sandbank about a mile eastward of the Wyre Light. Her crew of 19 men leaped on board the tug, but a boy still remained on the vessel, he being unable to escape in that way. As the steamer dared not approach any nearer the stranded ship, signals of distress were shown, in response to which the Life-boat *Edward Wasey* put off, went alongside the vessel, and succeeded in rescuing the boy.

LYTHAM.—On the 22nd September, during a S. gale with thick rain squalls, a vessel was observed ashore on Salthouse Bank, and showing signals of distress. The Life-boat was launched, and on arriving alongside found that she was the *Emerald Isle*, bound from Drogheda to Preston, with a cargo of oatmeal. At the request of the master, the boat remained by her during the day, and at the night's tide a hawser was got out and the smack was hauled into deep water. The Life-boat returned ashore at 10 p.m., after being absent from her station about twelve hours.

MONTROSE.—On the 30th September, a boat containing three pilots put off from this place to a Norwegian barque, and one of the men was placed on board the vessel. The boat then returned towards the shore, but the wind having freshened, it was found impossible to cross the Bar. As she was in great danger, the *Mincing Lane* Life-boat was launched to her assistance, remained by her until the tide rose, and eventually brought her and the two men (one of whom was the Coxswain of the Life-boat) safely ashore.

ABSTRACT OF THE WRECK REGISTER FOR 1876-77.

THE BOARD OF TRADE have this year presented to Parliament an Abstract only of the usual Annual Wreck Register; but this document yields abundant information of the destructive character of the numerous shipwrecks which took place on our coasts during the year commencing on the 1st July 1876 and ending on the 30th June 1877.

Before, however, we enter on the details of the Wreck Register Abstract, we must shortly refer to the immense shipping interests of this country, of which every Englishman must naturally be proud. It represents, in a very marked manner, the ceaseless enterprise and energy which have always characterised our merchants and sailors, who, in these modern times, have built up a merchant navy of such stupendous proportions as to make it

occupy an all-important place, either in time of peace or war, in the destinies of Great Britain.

We accordingly find, from other Parliamentary Returns, that the number of British vessels which entered inwards and cleared outwards during the past year to and from ports of the United Kingdom was 581,099, representing a tonnage of 101,799,050. Of these ships, 224,669 were steamers, having a tonnage of 66,560,127.

In addition to these figures, about 60,000 foreign vessels entered inwards and cleared outwards during the same period to and from British ports, representing a tonnage of nearly 20,000,000.

These 641,099 ships, British and foreign, had probably on board, apart from passengers, four millions of men and boys.

And now we shall proceed with our brief analysis of the "Wreck Abstract." We observe that in 1876-77 the number of wrecks, casualties, and collisions from all causes, on and near the coasts of the United Kingdom, was 4,164, which number exceeds that of the previous year by 407. 511 cases out of this large number involved total loss, 502 and 472 representing the same class of calamities for the two preceding years.

Again, if we deduct 511 from the yearly list of casualties (4,164), the remainder will be found to be made up of 1,120 serious casualties, and 2,533 of minor class of sea accidents.

We regret to find that, during the past twenty years—from 1857 to 1876-77—the number of shipwrecks on our coasts alone has averaged 1,948 a year, representing in money value millions upon millions sterling in the aggregate.

In making this statement, we lay aside entirely the thousands of precious lives, on which no money value could be placed, which were sacrificed on such disastrous occasions, and which would have been enormously increased in the absence of the determined and gallant services of the Life-boats of the NATIONAL LIFE-BOAT INSTITUTION.

In the Abstract of the Wreck Register it is stated that, between 1861 and 1876-77, the number of ships, both British and foreign, which came to grief on our coasts, and which were attended with loss of life, was 2,784, causing the loss of 13,098 persons. In 1876-77, loss of life took place in one out of every twenty-two shipwrecks on our coasts.

It is hardly necessary to say that gales of wind are the prime causes of most shipwrecks, and that those of 1876-77 will long be remembered for their violence and destructive character.

Of the 4,164 wrecks, casualties, and collisions reported as having occurred on and near the coasts of the United Kingdom during the year 1876-77, we find that the total comprised 5,017 vessels. Thus the number of ships in 1876-77 is more than

the total in 1875-76 by 463. The number of ships reported is in excess of the casualties reported, because in cases of collision two or more ships are involved in one casualty. Thus 847 were collisions, and 3,317 were wrecks and casualties other than collisions. Of these latter casualties, 446 were wrecks, &c., resulting in total loss, 902 were casualties resulting in serious damage, and 1,969 were minor accidents. The whole number of wrecks and casualties other than collisions on and near our coasts reported during the year 1875-76 was 2,982, or 335 less than the number reported during the twelve months under discussion.

The localities of the wrecks, still excluding collisions, are thus given:—East coasts of England and Scotland, 1,140; south coast, 630; west coast of England and Scotland, and coast of Ireland, 1,259; north coast of Scotland, 129; and other parts, 159. Total, 3,317.

It is recorded that the greatest destruction of human life happened on the north and east coasts of England and Scotland.

The sites of these several terrible disasters are distinctly shown on the annexed Wreck Chart of the British Isles, which we have carefully prepared from complicated Charts, full of ambiguous hieroglyphics, attached to this Wreck Register Abstract. On our Wreck Chart the site of each one of the 269 Life-boats belonging to the NATIONAL LIFE-BOAT INSTITUTION is also given.

It is to be observed that, of the 3,317 casualties (excluding collisions), 2,824 are known to have happened to ships belonging to Great Britain and its dependencies, while 493 belonged to foreign countries.

Again, we find that, out of these 2,824 British vessels, 1,859 were employed in our own coasting trade, 745 in the (over-sea) foreign and home trade, and 220 as fishing vessels. There were 15 casualties to ships belonging to foreign countries and states employed in the British coasting trade, and 410 to foreign vessels bound to or from British ports, although

not actually engaged in our coasting trade; while there were 68 casualties to foreign ships which were not trading to or from the United Kingdom.

We observe that the total number of English ships, excluding collision cases, which, according to the facts reported, appear to have foundered or to have been otherwise totally lost on and near the coasts of the United Kingdom from defects in the ships or their equipments during the year 1876-77 is 20; while 54 happened through the errors, &c., of masters, officers, crews, or pilots, 180 through stress of weather, and 61 from other or unknown causes.

The number of casualties arising from the same causes during the same year, and resulting in serious damage, is as follows:—Through defects, 77; errors, 112; stress of weather, 367; other causes, 170; and the cases of minor damage were through defects, 106; errors, 190; stress of weather, 1,258; and other causes, 229.

It is curious to observe the ages of the vessels which were wrecked during the period under consideration. Excluding foreign ships and collision cases, 221 wrecks and casualties happened to nearly new ships, and 396 to ships from 3 to 7 years of age. Then there are wrecks and casualties to 631 ships from 7 to 14 years old, and to 907 from 15 to 30 years old. Then follow 459 old ships from 30 to 50 years old. Having passed the service of half a century, we come to the very old ships, viz. 71 between 50 and 60 years old, 33 from 60 to 70, 24 from 70 to 80, 9 from 80 to 90, and 5 from 90 to 100, while the ages of 68 of the wrecks are unknown.

Amongst the losses on our coasts in 1876-77, excluding collisions, 442 were steamships, and 2,875 were sailing vessels. Of the 2,824 British ships meeting with disaster in the year, 1,583 did not exceed 100 tons burden, 866 were from 100 to 300 tons, 165 were from 300 to 500 tons, and 210 only were above 500 tons burden. Of the 315 British vessels totally lost, irre-

spective of collisions, 25 are known to have been built of iron; and of this number, 23 were steamships and 2 sailing vessels.

On former occasions the Wreck Registers indicated the direction and force of wind in the case of *all* the vessels to which disasters had happened in the year, but the present Abstract only gives the winds in 1,785 out of the 4,164 cases of the year.

Dealing with these 1,785 cases only, we find that the winds that have been most fatal to shipping on and near the coasts of the United Kingdom during the year were as follows:—N. to E. inclusive, 287; E. by S. to S. inclusive, 630; S. by W. to W. inclusive, 541; and W. by N. to N. by W. inclusive, 327. Total, 1,785.

Again, on distinguishing these last-named casualties near the coasts of the United Kingdom, according to the force of the wind at the time at which they happened, we find that 739 happened with the wind at forces 7 and 8, or a moderate to fresh gale, when a ship, if properly found, manned, and navigated, can keep the sea with safety; and that 1,046 happened with the wind at force 9 and upwards, that is to say, from a strong gale to a hurricane.

We must say one word on the subject of casualties to our ships in our rivers and harbours, as the fearful calamity to the steamer *Princess Alice* last September in the Thames has directed afresh intense attention to them throughout the civilised world. We find from the Wreck Register Abstract that the total number during the year 1876-77 was 984, of which 17 were total losses, 245 were serious casualties, and 722 minor casualties.

Of these casualties, collisions numbered 658, foundering 13, strandings 184, and miscellaneous, 129.

These 984 casualties caused the loss of or damage to 1,725 vessels, of which 1,020 were British sailing vessels, 560 British steam-vessels, 118 foreign sailing vessels, and 27 foreign steam-vessels. The lives lost in these casualties were 15.

With reference to the collisions on and near our coasts during the year 1876-77,



WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR
1876-7.
Compiled from the Board of Trade Register.

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

● SIGNIFIES A CASUALTY.
✠ REPRESENTS A LIFE-BOAT.
Scale of Nautic Miles
10 0 50 100



48 of the 847 collisions were between two steamships both under way, irrespective of numerous other such cases in our harbours and rivers, the particulars of which are not given in the Abstract. We cannot attach too much importance to these facts, for no disaster at sea or in a river is often more awful in its consequences than a collision, as has been too strikingly illustrated this year in the cases of the German ironclad *Grosser Kurfürst* and the Thames steamer *Princess Alice*.

We feel assured that the BOARD OF TRADE will make renewed efforts to diminish, as far as practicable, collisions at sea and in rivers, by laying down, if necessary, new and improved rules for the guidance of our mariners.

As regards the loss of life, the Wreck Abstract shows that the number was 776, from the various shipwrecks enumerated during the year 1876-77.

Of the lives lost, 92 were lost in vessels that foundered, 57 through vessels in collision, 470 in vessels stranded or cast ashore, and 93 in missing vessels. The remaining number of lives lost (64) were lost from various causes, such as through being washed overboard in heavy seas, explosions, missing vessels, &c.

Of the 192 ships from which the 776 lives were lost, 131 were British, involving the loss of 459 lives, and 61 were foreign, causing the loss of 317 lives.

This number (776) may appear to the casual observer a comparatively small one by the side of the thousands who escaped disaster from the numerous shipwrecks before mentioned. We are, however, of opinion that it is a very large number, and when we bear in mind the inestimable value of human life, we are convinced that no effort should be left untried which

can in any way lessen the annual loss of life from shipwreck on our coasts.

On the other hand, great and noble work was accomplished during the same period, 4,795 lives having been saved from the various shipwrecks. In bringing about that most important service, it is hardly necessary to say that the craft of the NATIONAL LIFE-BOAT INSTITUTION played a most important part, in conjunction with the BOARD OF TRADE's rocket apparatus, which is so efficiently worked by the Coastguard and our Volunteer Brigades.

Nevertheless, the aggregate loss of life is very large, and so is the aggregate destruction of property. The former is a species of woe inflicted on humanity; the latter is practically a tax upon commerce. While the art of saving life on the coasts is understood (thanks to the progress of science—the earnestness of men—and the stout hearts of our coast population), the art of preserving property is as yet but imperfectly known amongst us, and still more imperfectly practised.

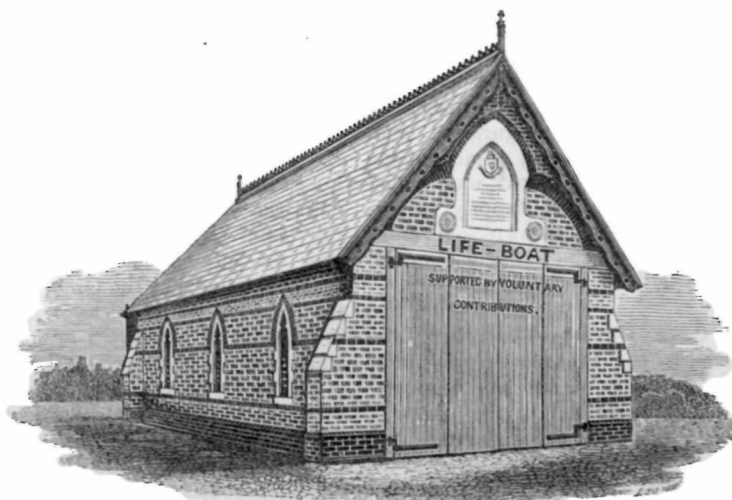
On reviewing the Wreck Register Abstract of the past year, we are bound to take courage from the many gratifying facts it reveals in regard to saving life, which, after all, is our principal object in commenting on it. Noble work has been done, and is doing, for that purpose; and is it not something, amidst all this havoc of the sea, to help to save even one life, with all its hopes, and to keep the otherwise desolate home unclouded?

To aid this merciful work, we confidently appeal for support on behalf of the NATIONAL LIFE-BOAT INSTITUTION, whose noble life-saving fleet of 269 boats is ever ready to hasten to the succour of the shipwrecked sailor in his most helpless and direst distress.

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

CLACTON-ON-SEA.—The NATIONAL LIFE-BOAT INSTITUTION has formed a Life-boat Establishment at this new and rising watering-place on the coast of Essex—the local residents being very desirous to

be provided with that means of saving life from shipwreck, that part of the coast being fringed with outlying banks, and there being no other Life-boat between Harwich and the Thames. An excellent



site was given for the Boat-house in a prominent position, and a very handsome and commodious building has been erected thereon by the Institution, from the designs of C. H. COOKE, Esq., F.R.S., B.A., the Honorary Architect. The Life-boat sent to this Station is 34 feet long, $8\frac{1}{2}$ feet wide, and rows 10 oars double-banked; it is provided with a transporting carriage. Both boat and carriage had a free conveyance granted to them by the Great Eastern Railway when they were despatched to their destination. The expense of this new Life-boat Station has been met from the munificent gift voted to the Institution by the English Freemasons for the establishment of two Life-boat Stations in perpetuity, in testimony of their loyal gratification on the occasion of the safe return of their Grand Master, H.R.H. the PRINCE OF WALES, from his tour through India. Their other Life-boat is placed at Hope Cove, on the coast of Devon. The public inauguration of the Clacton Life-boat Establishment took place on the 10th July last, in the presence of a large concourse of people, with full masonic honours, the day being observed as a general holiday at Clacton. Lord SKELMERSDALE, Deputy Grand Master of Freemasons, and a numerous party specially came from London to take part in the proceedings. The first work of the day was the holding of an especial Provincial Grand Lodge; after which a procession to the Boat-house was formed by the Masons, who were clad in their regalia,

and accompanied by the Mayors and Corporations of Colchester, Ipswich, Harwich, and Maldon, the local Life-boat Committee, and others. The Life-boat, mounted on its transporting carriage, was a prominent feature of the procession. On arriving at the House, two memorial stones were laid by Lord SKELMERSDALE and RICHARD LEWIS, Esq., Secretary of the Institution. The procession was then re-formed, and the Life-boat was taken to the beach, the band of the 11th Hussars playing appropriate music. On reaching the shore, Lord SKELMERSDALE addressed the numerous spectators, and spoke of the great value of the LIFE-BOAT INSTITUTION. Mr. LEWIS also made an address on the occasion. He remarked that the PRINCE OF WALES had long been a warm friend of the Institution; and that the Freemasons were on this occasion performing a work of charity which extended beyond their own borders, and which reflected the highest credit on the philanthropy of the Craft. After some appropriate remarks from the Grand Chaplain, and the singing of the hymn, "Eternal Father, strong to save," the consecration of the Life-boat in masonic fashion, with corn, wine, and oil, by the Deputy Grand Master, was performed. The boat was then named by Miss WOOL, and successfully launched, under the superintendence of Admiral WARD, Chief Inspector of Life-boats to the Institution, amid loud cheers. The scene at this moment, with the crowds on the cliffs, the pier, and the shore, was very pretty. A

luncheon followed, which was jointly presided over by Lord SKELMERSDALE and Mr. LEWIS. It may be added that this Life-boat Station was in working order some time before it was practicable to arrange for a public inauguration, and, as we mentioned in the last number of the *Life-boat Journal*, the Boat was called out on service, and was happily instrumental in saving a shipwrecked crew, some weeks prior to the public ceremonial just described.

HOPE COVE, DEVON.—The other Life-boat given by the Freemasons in honour of the PRINCE OF WALES has been stationed at Hope Cove, on the coast of Devon, at which place the Institution had decided to form a Life-boat Establishment, it being the best situation for commanding Bigbury Bay, where shipwrecks occasionally take place, and there being plenty of fishermen on the spot who were fully prepared to man the Boat whenever its services were needed. The Establishment has been organised with the assistance of the Committee of the Salcombe Branch, who have also undertaken its management in the future. The Life-boat provided for the Station is 35 feet long, 9 feet wide, and rows 10 oars double-banked. A handsome and substantial House has been built for its reception, on a convenient site kindly granted by the Earl of DEVON. On the 13th June last the Freemasons in the West of England arranged a public demonstration at Kingsbridge in connection with the dedication and launch of this Life-boat. The main streets of the town were decorated with triumphal arches, flags, &c., and the occasion was made a general holiday. Fortunately the day was very fine, and a large number of persons, in addition to the Freemasons, came into Kingsbridge from the neighbouring district to attend the interesting ceremony. The proceedings commenced by the holding of a special Grand Lodge meeting, after which the Freemasons walked in procession to the parish church, and took part in a brief service. Afterwards the Life-boat, mounted on its transporting carriage, and drawn by eight horses, was escorted through the town to the Quay, where the ceremony of the day took place, in the presence of between 3000 and 4000 spectators. The Freemasons having taken up their posi-

tion close to the Life-boat, P.G.M. the Rev. J. HUYSHÉ, in a short and loyal speech, formally presented the Boat, in the name of the Grand Lodge of England, to Admiral WARD, as representing the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and to Mr. ROBERT HURRELL, Chairman of the Local Committee. Acting in conformity with the ancient usage of the Order, the Provincial Grand Master scattered corn over the Life-boat, at the same time fervently hoping that the Great Architect of the Universe would bless it and its crew in its work of mercy. The sprinkling of wine over the Boat by D.P.G.M. METHAM, of oil by P.P.G.S.W. ROGERS, and of salt by P.G.C. the Rev. E. A. LESTER, followed; after which Admiral WARD said he had the great honour, on the part of the Institution, of receiving the Boat from the hands of the Provincial Grand Master of Devon and the Freemasons of England. He spoke of the PRINCE OF WALES as one who had endeared himself, by his straightforward, honest, English character, to the hearts of all with whom he had been brought into contact, both at home and abroad. Mr. HURRELL, on behalf of the Local Committee, expressed their appreciation of the wisdom of the Institution in placing the Life-boat at Hope Cove. D.P.G.M. METHAM followed with an eloquent oration, after which a hymn, composed for the occasion, was sung; the Provincial Grand Chaplain offered a special prayer; and then Mrs. HUYSHÉ named the Life-boat in the following words:—"I name this boat the *Alexandra*; may God bless her in her work of mercy, and her crew also." Immediately afterwards the Boat was most successfully launched, and glided into the water amid loud cheering. The Coxswain and crew were much pleased with their Boat when she was tried on another occasion in a gale of wind and high sea.

NAIRN, N.B.—On the application of the local residents, the NATIONAL LIFE-BOAT INSTITUTION has formed a Life-boat Establishment at Nairn, for the protection of the crews of vessels which may be wrecked or in distress on either side of the Moray Firth. The Life-boat considered most suitable was one 34 feet long, 8½ feet wide, and rowing 10 oars double-banked. It is furnished with a transporting carriage, and is named the *Caulfield and Ann*,

its cost having been met from a legacy bequeathed to the Institution by the late C. T. LLOYD WILLIAMS, Esq., of Cheltenham, and Gwernant, Cardigan, for a Life-boat to be so named. The usual ceremonial on the occasion of the first launch of the boat at its Station took place on the 9th March last. The launch was conducted under the superintendence of Captain SARGEANT, R.N., Life-boat Inspector, and in the course of his remarks to those assembled on the occasion he referred to one function which that Life-boat, like many others, might have to perform, viz. the succouring of fishermen whose boats are overtaken at sea by sudden gales, rendering it impossible for them to reach the shore unaided except at very great risk of life. He pointed out that there was a peculiar fitness in the Life-boats being used to save the lives of those to whom the Institution was largely indebted for manning its boats throughout the kingdom, while those who are on shore, the wives and families of the men afloat, could not fail to feel in stormy times a certain amount of security when they know there is a Life-boat at hand, able, if properly handled, to save life even when compelled to leave their property at the mercy of the wind and sea. After some further observations, he handed over the Boat to the care of the local Committee. The gift was acknowledged in suitable terms by Provost LESLIE, Chairman of the Branch. The Rev. Dr. WRENFORD then offered up an appropriate and solemn prayer for a divine blessing to rest upon the undertaking. Lady DUNBAR of Boalt having named the Boat, it was launched and taken out to sea, where the crew were instructed in the various details of its management.

ACKERGILL, N.B.—Several shipwrecks with loss of life having taken place at different times in the neighbourhood of Ackergill, near Wick, the local residents applied to the NATIONAL LIFE-BOAT INSTITUTION to form a Life-boat Establishment on that part of Sinclair's Bay, and gave their cordial assistance to the humane undertaking. On the recommendation of the Chief Inspector of Life-boats, after visiting the locality, the Institution took immediate steps to carry out that request. G. DUFF DUNBAR, Esq., of Hempriggs, readily granting the site of ground required

for the Life-boat House, from which position the Boat can be conveyed on its carriage to all parts of the Bay. There not being a large body of fishermen on the spot, a Life-boat of the smaller class has been provided for the Station, it being 30 feet long, 8 feet wide, and rowing 8 oars. The cost of this Life-boat Establishment was defrayed from a munificent contribution presented to the Institution by Miss A. BOWER, of Lessness Heath, Kent, and the Boat, in accordance with her wishes, has been named the *George and Isabella*. The Life-boat and carriage were despatched by railway to Wick, and on the 14th March last they were taken from that railway station and drawn through the town in a procession, which was led by the Artillery brass band, and which comprised Freemasons attired in proper masonic style, the members of the different trades with their banners, Naval Reserve men, fishermen, numerous bagpipers, &c. On arriving at the sands at Reiss, the ceremony of naming was performed by Mrs. DUFF DUNBAR, and the Boat was afterwards launched and put through various evolutions. The Rocket Company also demonstrated the use of their apparatus in saving life from shipwreck. A public dinner afterwards took place at Wick to celebrate the inauguration of the new Life-boat Establishment.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 6th June 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.

Read the Report of the Chief Inspector of Life-boats, and also those of the three other Life-boat Inspectors, on their visits to the following Life-boat Station:—

1. Plymouth, Cleethorpes, Donna Nook, Hornsea, Withernsea, Rhyl, Aberystwith, Cardigan, Fishguard, Tenby, Pembrey, and Porthcawl.
2. Thorpeness, Harwich, Clacton-on-Sea, Douglas, and Castletown.
3. Kimmeridge, Weymouth, Guernsey, Alderney, Brightstone Grange, Brooke, Bembridge, Hayling Island, East Wittering, Selsey, Worthing, Brighton, and Shoreham.
4. Cleethorpes, Donna Nook, Theddlethorpe, Sutton, Chapel, Skegness, Hunstanton, Brancaster, Wells, Blakeney, Sheringham, Cromer, Mundesley, Bacton, Hasborough, and Pailing.

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

	£.	s.	d.
Loyal Order of Ancient Shepherds, further on behalf of their Life-boat Station at Cemlyn, per Mr. J. SCHOLFIELD	200	0	0
The late Miss ELIZABETH CAMERON, per Glasgow Branch, additional . .	130	17	0
Mrs. COLLIER, Duke Street, St. James's	50	0	0
T. W. BAGEHOT, Esq., Langport	50	0	0
The Marquis of ELY, annual subscription	20	0	0
Contribution from the Canteen Fund of H.M.S. <i>Jumna</i> , per Lieut. M. L. KELHAM, R.N.	5	0	0
"A Deal Boatman's Daughter"	0	5	0

—To be severally thanked.
Reported that the following legacies had been bequeathed to the Institution:—

	£.	s.	d.
The late Miss JANE OVEY, of Henley-on-Thames	500	0	0
The late JAMES SHAW, Esq., of Brighton (duty-free)	100	0	0
The late Miss CAROLINE PUCKLE, of Camberwell (duty-free)	20	0	0

Decided to replace the present Life-boat at Donna Nook, on the Lincolnshire coast, by a new one, and to renovate completely the Life-boat Establishment, the Station being appropriated to Miss ANNE DIXON, of Holton Park, Lincolnshire, who had presented to the Institution the entire cost of a Life-boat Establishment and its endowment, in memory of her late brother, RICHARD ROADLEY DIXON, Esq., after, whom the Station is to be named. The Life-boat is to be named the *Richard*, and to have painted on it also the following text:—"Lord, save us: we perish."

The Committee expressed their deep regret at the death of the Earl RUSSELL, who had taken part in the formation of the Institution in 1824, and who had ever since been one of its Vice-Presidents and an annual subscriber to its funds.

Also at the death of the Rev. G. W. STEWARD, M.A., of Caister, Norfolk, who had for many years past been the much valued Honorary Secretary of that Branch of the Institution.

Voted the thanks of the Committee to Captain THOMAS B. GIBBS and THOMAS PURDIE, Esq., for their past kind co-operation as the Honorary Secretaries, respectively, of the Teignmouth and St. Andrew's Branches of the Institution.

Paid 2,911*l.* 16*s.* 5*d.* for sundry charges on various Life-boat Establishments.

Voted 39*l.* 17*s.* 6*d.* to pay the expenses of the Life-boats at Whitby, Drogheda No. 2, Clacton-on-Sea, and Palling, in rendering the following services:—

	Lives saved.
Fishing boats <i>Eliza</i> and <i>James</i> and <i>Sarah</i> , of Scarborough	4
Smack <i>Thorn</i> , of Chester	2
Brig <i>Garland</i> , of South Shields	9
Brig <i>Golden Plover</i> , of Sunderland	10

The Cullercoats and Scarborough Life-boats had rendered the following services:—Fishing cobses of Cullercoats, rendered assistance; and coble *Sarah*, of Scarborough, saved boat and crew, 3. (The details of these services will be found on pages 392-395 of this Journal.)

Voted also 126*l.* 15*s.* 6*d.* to pay the expenses of the Balbriggan, Lowestoft, Montrose, Carmarthen Bay, Pembrey, Broadstairs, Dover, New Romney, Lydd, (Dungeness), and Hythe Life-boats, in either assembling their crews or proceeding to the

aid of vessels which did not ultimately require their assistance.

The Newbiggin Life-boat had also proceeded out to the aid of a distressed fishing coble.

Voted 16*l.* to the Coxswain of the Gorleston Life-boat and several other men, for putting off in a small yawl and rescuing, at some risk of life, the crew of 8 men from the brig *Sisters*, of South Shields, which was wrecked on Corton Sand during an easterly wind on the 9th May.

Voted also 3*l.* to 6 men for putting off in a coble and saving the crew, consisting of 8 men, of the brig *Champion*, of Shoreham, which was wrecked near Robin Hood's Bay during a thick fog on the night of the 19th April.

Also 2*l.* to 3 men for rescuing the crew of 2 persons from the fishing boat *Swan*, of Porthleven, which had been caught in a sudden gale from the W., and driven on Loe Bar on the 24th November last.

Also 2*l.* to 2 men for putting off from the fishing smack *Eagle*, in a small boat, and saving 1 of the crew of the schooner *Reveresco*, of Wisbech, which grounded on the Bar at the entrance to Yealm River in a heavy sea, on the 13th May.

Also 1*l.* to 2 men for rescuing another man who had fallen overboard from his boat while it was in tow of the brigantine *Aldido*, off the Scilly Islands, during a fresh wind on the 2nd May.

THURSDAY, 4th July:

The Chairman of the Institution in the Chair.

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

Read the Report of the Chief Inspector, and also those of the three other Life-boat Inspectors, on their visits to the following Life-boat Stations:—

1. Hope Cove and Kingsbridge.
2. Castletown, Ramsey, Whitehaven, Seascale, Maryport, Silloth, Piel, Fleetwood, Blackpool, Lytham, Southport, and New Brighton.
3. Nairn, Stromness, Longhope, Thurso, Huna, and Ackergill.
4. Greystones, Wicklow, and Arklow.

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

	£.	s.	d.
Collected at the Glasgow Custom House, per T. MILLER, Esq., additional	36	9	0
Trustees of Berman's Charity, per C. BOOTH, Esq., additional	10	10	0
Contents of Contribution Box at St. James's Schools, Burnley, Lancashire, per Mr. C. EVERSON, additional	4	12	0
Collected at the Haverstock Hill Congregational Sunday School, Maitland Park, per Mr. W. H. E. BENNETT, additional	2	17	3

—To be severally thanked.

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

	£.	s.	d.
The late WILLIAM TROWELL, Esq., of Fletton, Huntingdon (duty-free)	100	0	0
The late Miss F. A. BURRELL, of Durham (duty-free)	100	0	0

Decided to replace the present Life-boat on the Hartlepool No. 3 Station by a new one, and to name the Boat the *John Clay Barlow*, in accordance with the request of Miss SARAH BARLOW, of Leicester, who had presented 600*l.* to the Institution to defray the cost of a Life-boat, in memory of her late brother.

The Committee expressed their sincere regret at the death of Admiral Sir W. H. HALL, K.C.B., who had been a Member of the Committee of Management of the Institution for many years, and who had always taken a deep interest in its welfare. The sailor had no truer friend, and the British Navy no braver and abler officer, than Admiral Sir WILLIAM HALL.

Also their deep condolence with Sir EDWARD PERROTT, Bart., V.P., on the occasion of the lamented death of Lady PERROTT.

Ordered new Life-boat Houses to be erected at Hornsea and Tralee Bay, at an expense of 645*l*. 18*s*.

Paid 185*9l*. 2*s*. 11*d*. for sundry charges on various Life-boat Establishments.

Voted 10*l*. to pay the expenses of taking out the Winterton Life-boat on the occasion of the wreck of the brig *Golden Plover*, of Sunderland.

The Ramsgate Life-boat had also proceeded out on two recent occasions in reply to signals of distress, but her services were not eventually required.

THURSDAY, 1st August:

His Grace the DUKE of NORTHUMBERLAND, Lord Privy Seal, *President of the Institution*, in the Chair.

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

Read the report of the Chief Inspector, and also those of the three other Life-boat Inspectors, on their visits to the following Life-boat Stations:—

1. Clacton-on-Sea, Fleetwood, and Greencastle.

2. Burnham, Watchet, Lynmouth, Morte, and Ilfracombe.

3. Huna, Campbeltown, Kildonan, Ardrossan, Irvine, Southend, Troon, Ayr, Girvan, Ballantrae, Port Logan, Port Patrick, Whithorn, Kirkcudbright, and Dunbar.

4. Courtown, Cahore, Wexford, Carnsore, Duncannon, Tramore, Dungarvan, Ardmore, Youghal, Ballycotton, Queenstown, Courtmacsherry, and Valentia.

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

	£.	s.	d.
Mrs. WATSON, Holland Park, W., additional	30	0	0
ARTHUR HUTCHINSON, Esq., and the Misses FANNY and CHARLOTTE HUTCHINSON, Hagley Park, additional	24	0	0
Portion of proceeds of Odd Fellows' and Foresters' Fête at Ipswich on Whit-Monday, per W. B. JEFFRIES, Esq.	5	0	0
—To be severally thanked.			

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

	£.	s.	d.
The late Miss SARAH THOMPSON, of Manghold, Isle of Man	50	0	0
The late Miss JANE MALTRY, of Southwell	50	0	0
The late Sir WILLIAM SNAGG, of Georgetown, Demerara	10	0	0

Reported that the inauguration of the Clacton-on-Sea new Life-boat Station had taken place on the 10th July, in the presence of a large number of spectators, and was very successful in every respect. This boat is named the *Albert Edward*, it being one of the two Boats presented to the Institution by the Freemasons, as a thank-offering for the safe return of H.R.H. the Prince of Wales from India.

Reported that the Viscount MACDUFF, M.P., had kindly granted the Institution the site of ground on which the Banff Life-boat House had been erected, at the nominal annual rent of one shilling.

—To be thanked.

Ordered various works to be carried out at the Porthcawl and Huna Life-boat Stations, at an expense of 357*l*. 10*s*.

Voted the thanks of the Committee to Captain HENRY SEGRAVE and W. H. HOLMES, Esq., in acknowledgment of their past valuable and long co-operation as the Honorary Secretaries, respectively, of the Wolverhampton and Tees Bay Branches of the Institution.

Paid 3107*l*. 5*s*. for sundry charges on various Life-boat establishments.

Voted 33*l*. 7*s*. to pay the expenses of the Life-boats at Brancaster, Isle of Arran, Broadstairs, and Deal, in either assembling their crews or putting off to the assistance of endangered vessels, which did not ultimately need the services of the boats.

Reported that the Ramsgate and Broadstairs Life-boats had respectively assisted to save the brigantine *Donna Maria*, of Swansea, and her crew of 6 men, and the schooner *Star of the West*, of Bridgwater, and her crew of 5 men (*vide* pages 395, 396).

Voted 3*l*. 10*s*. to 7 men for putting off in two boats and rescuing 5 persons from a boat which had been capsized off Bellville, Co. Kerry, during squally weather, on the 6th June.

Also 3*l*. to 6 men for rescuing 3 persons from a boat which had been capsized off Clerk's Point, near Teignmouth, Devon, during a moderate N.W. breeze, on the 3rd of July.

Also 3*l*. to 3 men for rescuing, at some risk, 6 persons from a small boat of Newtownard, which had been capsized off Portavogie, Co. Down, while returning from Bangor Regatta on the evening of the 3rd July.

Also 1*l*. to a boatman of Ilfracombe for jumping into the sea from Ilfracombe Old Pier, and saving a boy who had fallen into the water, on the 20th of June.

THURSDAY, 5th September:

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

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

Also the report of the Chief Inspector, and those of the three other Life-boat Inspectors, on their visits to the following Life-boat Stations:—

1. Dundalk, Giles' Quay, Newry, Clogher Head, Balbriggan, Liverpool, and Dartmouth.

2. Braunton, Clovelly, Appledore, Plymouth, Yealm River, Salcombe, Hope Cove, Dartmouth, Brixham, Torquay, Teignmouth, Newton Abbot, Exmouth, Sidmouth, and Lyme Regis.

3. Bude Haven, Port Isaac, Padstow, Newquay, Sennen Cove, Scilly, Penzance, St. Ives, Hayle, Porthleven, Lizard, Cadgwith, and Mullion.

4. Aberdovey, Barmouth, Portmadoc, Porthdinllaen, Abersoch, and Llanddwyn.

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

	£.	s.	d.
Ancient Order of Foresters, annual subscription in aid of the support of their two Life-boats stationed respectively at Tynemouth and West Hartlepool	100	0	0
Collected on board the s.s. <i>Alsatia</i> , per Messrs. HENDERSON BROTHERS	6	2	2

	£.	s.	d.
Collected on board the s.s. <i>Manitoba</i> , per Captain McDougall, additional Proceeds of collection at Park Chapel Boys' Sunday School, on 28th July, per Mr. ARTHUR GUNN	2	9	11
Moiety of offertory at H.M. Prison, Maidstone, per Rev. A. H. HARRISON, additional	1	6	0
—To be severally thanked.	1	0	0

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

	£.	s.	d.
The late Miss LOUISA THOMAS, of Bowdon, Chester, for a Life-boat, to be named the <i>James Thomas</i> , in memory of her late father	1,000	0	0
The late Admiral Sir GEORGE BACK, F.R.S.	100	0	0
Ditto, to be invested in Government Stock and the interest to be applied in providing annually a substantial dinner for the crew of the Ramsgate Life-boat	200	0	0
The late Miss MARY LUPTON, of Broughton, Salford (duty-free)	100	0	0
The late WILLIAM PATON, Esq., of Greenock	30	0	0

Decided to replace the present Life-boat at Kirkcudbright, N.B., by a new one, and to appropriate to it the legacy bequeathed to the Institution by the late Dr. MACKIE, of Greenock, for a

Life-boat to be placed on the Scotch coast, between the Solway Firth and the Point of Corsal.

Also to carry out various works at the Brighton, Tralee Bay, New Romney, Dartmouth, and Donna Nook Life-boat Stations, at an expense of 271*l.* 7*s.*

Read letter from Mr. LEOPOLD MARCH, H.B.M. Vice-Consul at Santander, Spain, of the 16th August, stating that it was proposed to form a Life-boat Station at that port, and asking the co-operation of the Institution.

Decided that Mr. MARCH be informed that the Committee would have much pleasure in affording cordial co-operation to this humane undertaking.

Paid 802*l.* 13*s.* 7*d.* for sundry charges on various Life-boat Establishments.

Voted 8*l.* 4*s.* to pay the expenses of the Drogheda No. 2 Life-boat, in bringing ashore one of the crew of the wrecked brigantine *Frances Mary*, of Drogheda (*vide* page 395).

Reported that the Ramsgate Life-boat had again proceeded on different occasions to the aid of vessels in distress, but that her services had not been eventually needed.

Voted 47*l.* 18*s.* to pay the expenses of the Life-boats at Caister, Deal, Porthdinllaen, Sutton, and West Hartlepool, in either assembling their crews or putting off in reply to signals of distress exhibited by vessels not ultimately requiring assistance.

Voted 4*l.* to 8 men for putting off in a boat and rescuing 3 persons from a pleasure-boat which had been capsized off Rhyl, North Wales, in a strong N.N.W. wind and heavy sea, on the 13th July.

LIST OF THE MEDALS OF THE INSTITUTION VOTED TO NAVAL AND MARINE OFFICERS.

In a previous issue we promised to publish a supplemental list of the Gold and Silver Medals voted by the ROYAL NATIONAL LIFE-BOAT INSTITUTION to officers of the Royal Navy and Marines, in acknowledgement of their gallant deeds in Saving Life from Shipwreck.

Having failed to trace their names in the Official Lists, we are compelled to conclude that most, if not all, of these gallant men are now deceased.

We have arranged their names alphabetically to enable their relations and friends to experience no difficulty in tracing their names, in a brief record of their deeds, which are as noble as those performed by their compatriots in defending the greatness and honour of our country.

We must add that the rank given to each officer is that which he held at the time the service was performed.

ANDERSON, JOHN G., Esq., R.N., Chief Officer of H.M. Coastguard at Dowderry, Ireland, awarded Silver Medal, on the 3rd April 1851, for gallantly wading into the sea and assisting to rescue, by means of ropes, 9 men from the French brig *Fletan*, which was wrecked in Whitsand Bay.

AUTRIDGE, Lieutenant, awarded Silver Medal, on the 25th January 1832, for putting off in a boat,

with 5 Coastguard men, and gallantly saving 9 of the crew of the brig *Cyclops*, of Whitehaven, which was wrecked at Doonbeg, near Kilrush, Ireland.

BAILLIE, HENRY, Lieutenant of H.M. Coastguard at Great Yarmouth, awarded Silver Medal, on the 27th February 1828, in acknowledgment of his gallant services in putting off, with 9 men, in a boat, and saving the crew, consisting of 10 persons, of the brig *Crofton*, of Sunderland, which was wrecked at Caister, near Great Yarmouth.

BAILLIE, HENRY, Lieutenant of H.M. Coastguard at Spittal, near Berwick-on-Tweed, awarded Silver Medal in acknowledgment of his gallant services in assisting to save the crew of 6 men from the Swedish schooner *Cupido*, which vessel, while on a voyage from Gottenburg to Grangemouth, was wrecked off Spittal, on the 26th December 1833.

BAKE, Lieutenant, awarded Silver Medal, on the 13th February 1828, in recognition of his gallant services in assisting to rescue, by means of rope communication, 25 persons from the *Mary Ann*, wrecked in Bovisand Bay, near Plymouth.

BAKER, G. S., Lieutenant of H.M. Coastguard at Folkestone, awarded Silver Medal, on the 30th November 1831, for putting off in a boat with 5 Coastguard men and saving the crew, consisting of 6 men, from the brig *Brothers and Sisters*, which was wrecked off No. 24 Tower, near Folkestone.

BARRY, G., Lieutenant, awarded Silver Medal, on the 22nd February 1826, for gallantly putting off in a boat with 5 Coastguard men, and saving the crew, with the exception of one boy, from the *Eliza*, which vessel was wrecked at Sandy Island, near Kinsale.

BENNETT, C. C., Captain, awarded Gold Medal, on the 5th January 1825, in recognition of his very gallant services in assisting to rescue the crew, consisting of 4 persons, from the *Unity*, which was wrecked between Lyme Regis and Charmouth, Dorset, while on a voyage from Lyme to London.

BLAIR, HORATIO, Lieutenant of H.M. Coastguard at Birling Gap, near Rottingdean, Sussex, awarded Silver Medal, on the 15th July 1840, for assisting to save, by means of the rocket apparatus, 4 men from a French lugger which was wrecked at Birling Gap.

BLOIS, J. R., Captain, Inspecting Commander of H.M. Coastguard at Glynn, Ireland, awarded Gold Medal in recognition of his very gallant services in assisting to rescue 10 persons from the steam-packet *Venus*, of Glasgow, which was wrecked off Glynn, on the 18th March 1828.

BOWEN, C. H., Lieutenant, Chief Officer of H.M. Coastguard at Fraserburgh, N.B., awarded Gold Medal, on the 31st January 1827, in recognition of his very gallant services on the occasion of the rescue, by means of the rocket apparatus, of 6 persons from the *Rose*, which vessel was wrecked at Fraserburgh.

BRITTAIN, G. S., Lieutenant, Chief Officer of H.M. Coastguard at Whitby, awarded Silver Medal for going out in the Life-boat at that place and gallantly assisting to save 9 persons from the brig *Middlesborough*, of Middlesbrough, which was wrecked at Whitby, on the 21st December 1837.

The Gold Medal was also awarded to this officer in recognition of his very gallant services in going off in the Whitby Life-boat, during a heavy N. gale, on the 29th October 1838, and, at great risk of life, assisting to rescue the crew of 10 persons from the brig *Jupiter*, of Whitby, which was wrecked off that port.

BRUNTON, J., Lieutenant, of H.M. Coastguard at Newton-by-the-Sea, Northumberland, awarded Gold Medal in recognition of his very gallant services in putting off in a fishing coble, with 4 fishermen, and, at imminent risk of life, saving 1 seaman from the schooner *Triton*, of Arbroath, which was wrecked near Newton, on the 1st December 1828.

The Silver Medal was also awarded to this officer, on the 18th December 1844, in recognition of his gallant conduct in the Boulmer Life-boat, on the occasion of the wreck of the brig *Iris*, on Boulmer Rocks, when the crew of 8 men were rescued by that boat.

BUCK, W. C., Esq., R.N., Chief Officer of H.M. Coastguard at Winchelsea, Sussex, awarded Silver Medal for gallantly putting off in a Coastguard boat with a crew of 5 men, and saving 1 of the crew of the fishing smack *Thetis*, of Jersey, which was wrecked at Rye, on the coast of Sussex, on the 13th February 1864.

BULLEY, J., Lieutenant of H.M. Coastguard at Atherfield, Isle of Wight, awarded 2 Silver Medals, on the 10th January 1838 and 4th March 1841 respectively, in acknowledgment of his gallant services on the occasion of the rescue of the crews, numbering 9 men in all, from the Norwegian brig *Enigheden*, and ship *Castor*, which vessels were wrecked at Atherfield.

The Gold Medal and "Gold Boat" were also awarded to this officer, on the 8th February 1843 and 10th February 1848 respectively, in recognition of his very gallant services in assisting to rescue 11 men from the brig *George*, and 15 men from the ship *Llanrunney*, which vessels were also wrecked at Atherfield.

CARRINGTON, Lieutenant, awarded Silver Medal, on the 14th March 1832, for gallantly putting off in a boat with 5 men, and saving 4 men from the brig *Bittern*, which was wrecked at Dunfanaghy, Ireland.

CLARKE, JOSEPH, Lieutenant, awarded Gold Medal, on the 8th December 1824, in recognition of his very gallant services in assisting to save the crew of 5 men and a pilot from the *Juno*, which vessel, while on a voyage from Jersey to Glasgow, was wrecked at Birling Gap, near Beachy Head.

CLAYTON, Lieutenant, awarded Silver Medal, on the 9th February 1842, for gallantly putting off in a boat with a Coastguard crew, and saving 4 men from the *Harmony*, of Brixham, which was wrecked at Dartmouth.

COMBE, MATTHEW, Lieutenant, awarded Silver Medal, on the 12th March 1845, in recognition of his gallant services in putting off, with others, in a Coastguard galley, and assisting to rescue the master and crew of the *William Harrington*, which vessel was wrecked at Dungeness, Kent.

COPPIN, FREDERICK, Lieutenant of H.M. Coastguard Service, awarded Silver Medal, on the 17th April 1839, in acknowledgment of his gallant services on the occasion of the rescue, by means of ropes, of the crew, consisting of 11 men, from the Danish brig *Christian*, which was wrecked between Dover and Folkestone.

CORNISH, JOHN, Lieutenant, awarded Silver Medal, on the 16th November 1843, for putting off in a boat with 4 Coastguard men, and gallantly saving 2 men from the schooner *Norman*, which was wrecked at Bevisand, near Plymouth.

COX, HENRY, Lieutenant of H.M. Coastguard at St. Andrew's, N.B., awarded Gold Medal, in recognition of his very gallant services in assisting to save the crew of 6 men of the schooner *Tid*, of Dundee, which was wrecked off St. Andrew's, on the 4th October 1835.

The Silver Medal was also awarded to this officer, on the 8th January 1840, for going out in the St. Andrew's Life-boat, and assisting to rescue the crew, consisting of 13 men, of the *Isabella and Anne*, of Aberdeen, which vessel was also wrecked off St. Andrew's, while on a voyage from Shields to Dundee.

DABINE, Lieutenant of H.M. Coastguard at Wicklow, Ireland, awarded Silver Medal, on the 2nd March 1831, for gallantly assisting to rescue, by means of ropes, the master and 3 seamen from the schooner *Jane*, of Wicklow, which was wrecked off that port.

DAVIES, GEORGE, Lieutenant, awarded three Silver Medals for gallantly assisting to save, at different periods, 1 man from the sloop *Dartmouth*, which was wrecked at Camber, near Folkestone; 8 men from the French brig *Le Jean Marie*, wrecked at Swanage, Dorset; 9 men from the brig *Victoria*, and 5 men from the sloop *Lively*, which vessels were wrecked near Littlehampton, Sussex.

The Gold Medal was also awarded to this officer in 1851, by which time he had risen to the rank of Captain, in recognition of his very gallant services in assisting to save the master, his wife, and 1 of the crew of the brig *New Commercial*, of Whitby, wrecked on the Brisson's Rocks, Cornwall.

DOOLEY, DANIEL, Lieutenant, Chief Officer of H.M. Coastguard at Holy Island, awarded Silver Medal for gallantly going off in the Holy Island Life-boat on the 12th October 1838, and assisting to save the crew of 5 men from the *Isabella*, of

Arbroath. This vessel had lost her sails during a severe gale, and was afterwards discovered to be on fire, and in attempting to make for Holy Island Harbour she grounded on the Bar in a tremendous surf.

DYER, HUGH McNEILL, Lieutenant, awarded Silver Medal in testimony of his gallant exertions in rushing into the surf and assisting to save, at the peril of his life, the crew of the brig *Neptune*, which was wrecked off Kingstown, during a heavy gale of wind, on the 9th February 1861.

EARLE, E. C., Lieutenant, awarded Gold Medal, on 4th May 1831, in recognition of his very gallant services on the occasion of the wreck of the brig *Fame*, at Rye, on the coast of Sussex.

ELSE, JOHN, Lieutenant of H.M. Coastguard at Polkerris, Cornwall, awarded Gold Medal, on the 18th October 1826, in recognition of his very gallant services on the occasion of the seine boat *Providence*, of Par, being wrecked off Polkerris Pier.

ELWIN, JOSEPH, Lieutenant, awarded Silver Medal, on the 19th January 1825, for gallantly assisting to rescue 2 men from the *Lark*, of Christchurch, which vessel was wrecked at Flag Head, Branksea Island, near Lymington, Hants.

EVANS, THOMAS, Lieutenant, awarded Silver Medal, on the 9th April 1834, for gallantly going off in the Fishguard Life-boat and assisting to save the master and crew of the sloop *Ranger*, which was wrecked off Fishguard, Pembrokeshire.

EVISON, J. C., Lieutenant, awarded Silver Medal in recognition of his gallant services in assisting to rescue the crew of 3 men from the sloop *William and Ann*, which was wrecked near Lowestoft, on the 8th January 1834.

FESTING, Lieutenant, awarded Silver Medal, on the 2nd March 1825, in recognition of his gallant services at the wreck of the transport ship *Admiral Berkeley*, at Portsmouth, on which occasion he assisted in making a raft, and with his boat's crew helped to land the troops and others from the vessel.

FIELD, WILLIAM GEORGE, Lieutenant, awarded Silver Medal, on 9th May 1838, for gallantly assisting to save 2 men from a coal barge which was wrecked at Falmouth.

FITZJAMES, JAMES, an officer of the expedition bound to the Euphrates, awarded Silver Medal, on 11th February 1835, for gallantly saving a man who had fallen overboard from the ship *George Canning*, at Liverpool. Mr. Fitzjames, on witnessing the accident, at once jumped into the sea and swam to the man's rescue, and supported him until both were picked up by a boat.

FRANKLIN, EDWARD, Lieutenant of H.M. Coastguard at Hove, near Brighton, awarded Silver Medal, on 12th December 1838, for wading into the sea with ropes and gallantly assisting to save the master and 7 seamen from the brig *Friends*, which was wrecked at Hove.

FRANKLYN, G., Lieutenant, awarded Silver Medal, on 7th August 1838, for gallantly rescuing the crew, consisting of 6 men, of the brig *Zebra*, which, while on a voyage from Ipswich to Liverpool, was wrecked at Rottingdean, Sussex.

FREEMANTLE, C. W., Captain, awarded Gold Medal, on 10th July 1824, in recognition of his most gallant conduct on the occasion of the wreck of a Swedish brig at Christchurch, Hampshire. Captain Freemantle, seeing the vessel broadside on the shore, with loss of mainmast, and striking so heavily that it was feared she would go to pieces, fastened a small line to his body and swam

to her. He succeeded in getting on board, but the crew were afraid to adopt his directions for leaving the vessel, and he was compelled for his own preservation to return ashore. He was unable to accomplish this by his own exertions, and was hauled on shore by the line in an exhausted and insensible state. Fortunately, the crew of the vessel eventually got to land on the wreck of the mast after the vessel had parted.

FULTON, ROBERT, Esq., Master, R.N., awarded Silver Medal, on 28th October 1835, in recognition of his gallant services in assisting to rescue the master and 5 seamen from the schooner *Tid*, of Dundee, which was wrecked at St. Andrew's, N.B.

GILSON, T. A., Lieutenant, awarded Silver Medal, on the 8th February 1843, for gallantly going out in a boat with 10 men, and saving 4 seamen from the schooner *L'Unione Fortunata*, which was wrecked near Beachy Head.

Goss, THOMAS, Lieutenant of H.M. Coastguard at Dunmanus, Co. Cork, awarded Gold Medal, in recognition of his very gallant services in assisting to rescue the master, mate, and 26 of the crew of the ship *Mountaineer*, which was wrecked at Dunmanus, during a heavy gale, on the 15th December 1850.

The Silver Medal was also awarded to this officer, in acknowledgment of his gallant services in assisting to save 12 of the crew of the Austrian brig *Uredan*, which had driven ashore near Guilleen, Co. Cork, during a heavy gale, on the 27th January 1861.

GOULD, W., Lieutenant of H.M. Coastguard at Brooke, Isle of Wight, awarded Silver Medal, on 30th July 1845, in acknowledgment of his gallant services in putting off in a boat with 6 men and saving 6 men from the ship *Siam*, which was wrecked off Compton, Isle of Wight.

GRAHAM, GEORGE, Lieutenant of H.M. Coastguard at Winterton, awarded Silver Medal, on the 10th March 1836, in recognition of his gallant services on the occasion of the rescue, by means of the rocket apparatus, of the master and two men from the *Ann and Mary*, which vessel was wrecked at Winterton.

GRAHAM, PHILIP, Captain, awarded Gold Medal, on 10th February 1830, in recognition of his very gallant services in assisting to rescue the crew, consisting of 14 persons, and 3 Deal boatmen, from the *Mountaineer*, which vessel, while on a voyage from the Cape of Good Hope to London, was wrecked on Walmer Beach.

GRANDY, S., Lieutenant, awarded Gold Medal, in recognition of his very gallant services in putting off in a boat with a crew of Coastguard men and assisting to rescue the officers, crew, troops, and others on board the transport ship *Admiral Berkeley*, bound for Cape Coast Castle, which vessel was wrecked off Portsmouth on the 23rd November 1824.

The Silver Medal was also awarded to this officer, on the 8th May 1833, in acknowledgment of his gallant conduct at the wreck of the smack *John*, of Jersey, in Seaford Bay, on which occasion 5 persons on board the vessel were saved by means of the rocket apparatus.

HENRY, —, Lieutenant of H.M. Coastguard at Groomsport, Ireland, awarded Silver Medal, on 18th March 1829, in acknowledgment of his gallant services in putting off in a boat with 7 men, and saving the crew of 4 men from the sloop *Friends*, which was wrecked at Cockle Island, off Groomsport.

HOLLAND, JOHN, Lieutenant of H.M. Coastguard at Lough Swilly, Ireland, awarded Silver Medal, on the 21st February 1839, for gallantly putting off in a boat with 3 men, and saving the crew, consisting of 9 men, from the schooner *Venus*, which was wrecked on the Inch Bank.

HOLMAN, THOMAS, Lieutenant of H.M. Coastguard at Bovisand, near Plymouth, awarded Silver Medal, on the 21st March 1838, for putting off in a boat with a crew of 8 men, and gallantly saving the master and 5 men from the *Thetis*, of Liverpool, which was wrecked on Plymouth Breakwater.

JAMES, HORATIO, Lieutenant of H.M.S. *Hyperion*, awarded Gold Medal, on the 10th March 1830, for wading into the surf and, at great risk, assisting to rescue the crew of 9 persons of the French lugger *La Constance*, wrecked at Fairlight, near Hastings.

JAMES, WILLIAM, Lieutenant, awarded Gold Medal, on 5th January 1831, for swimming, at great risk, to the French brig *Le Bon Pere*, which was wrecked at Falmouth, and bringing ashore a rope by means of which those on board, numbering 10 persons, were safely landed.

JOACHIM, RICHARD, Lieutenant of H.M. Coastguard at Lowestoft, awarded two Silver Medals, also a Second and a Third Service Clasp of the Institution, in recognition of his gallant services in assisting to save, at different periods, the lives of a large number of persons from the Scotch sloop *Janet Walls*, sloop *Venus*, Norwegian brig *Dronningen*, brig *Tennant*, of Stockton, pilot-cutter *Whim*, of Lowestoft, lugger *Saucy Lass*, of Lowestoft, and several other vessels which were wrecked in the vicinity of Lowestoft.

JOBSON, CHRISTOPHER, Lieutenant of H.M. Coastguard at Arbroath, N.B., awarded Gold Medal, on the 7th March 1827, in recognition of his very gallant services at the wreck of the *Clyde Packet* at Arbroath, on which occasion the crew of 5 men and 7 passengers were rescued by the rocket apparatus.

The Second Service Clasp was awarded, on the 28th March in the same year, to this officer in acknowledgment of his services in assisting to save the master of the *Alice*, wrecked at Arbroath.

JONES, CHARLES GRAY, Captain, one of the Inspectors of Life-boats to the Institution, awarded Silver Medal in recognition of his gallant conduct in going out in the Life-boat, at Newcastle, Co. Down, and assisting to save 4 men from the schooner *Rose*, of Youghal, which was wrecked in Dundrum Bay, during a strong S.E. gale, on the 26th February 1874.

The Second Service Clasp was also awarded to this officer in admiration of his gallant conduct in rushing into the surf and helping to save the master of the smack *Charlotte*, of Padstow, wrecked in Widemouth Bay, Cornwall, during a W. gale and heavy sea, on the 6th December 1874, and of his valuable and skilful services in the Ilfracombe Life-boat on the 16th December 1874, on which occasion the Boat was the means of saving the schooner *Annie Arby*, of Dublin, and her crew of 7 men; and the crew of 5 men from the brig *Utility*, of Workington.

JONES, RICHARD, Lieutenant of H.M. Coastguard, awarded a Gold Medal, a "Gold Boat," and a Silver Medal, in recognition of his very gallant services in assisting, at different periods, to save 37 persons from the brig *Smalls*, smacks *William and George* and *Catherine and Ann*, of Dundee, sloop *Northfield*, brig *Royalist*, and schooner *Stansfield*.

KELLY, EDWARD, Lieutenant, Harbour Master at Port Louis, Mauritius, awarded Silver Medal for gallantly putting off in a boat four times, with several others, and saving 250 coolies from the ship *Randolph*, which was totally wrecked off Port Louis during a gale on the 27th June 1851.

KENNEDY, ARTHUR, Lieutenant of H.M. Coastguard, awarded two Silver Medals for gallantly putting off in boats with crews of Coastguard men, and saving 5 persons from the schooner *Martin*, which was wrecked at Rock Point, on the coast of Antrim, on the 16th January 1851, and 5 men from the schooner *Gleaner*, of Cardigan, wrecked off Ballyheige, Co. Kerry, on the 1st December 1863.

KING, SIDNEY, Lieutenant, awarded Silver Medal, on the 15th November 1838, for putting off in a boat with a crew of 8 men, and saving the master and 1 seaman from the barge *John*, of London, which was wrecked near Southend.

KISBEE, THOMAS, Commander, awarded Silver Medal, on the 5th July 1855, in testimony of his highly meritorious services to nearly 90 persons who had been wrecked at different periods from 10 vessels on the coast of Norfolk.

LANE, —, Lieutenant, of H.M. Coastguard at Dartmouth, awarded Silver Medal, on the 9th August 1838, for putting off in a boat with a crew of 9 men, and saving the crew, consisting of 5 persons, from the French fishing-boat *Victoire*, wrecked off Dartmouth.

LAVINGTON, THOMAS, Lieutenant, awarded Silver Medal, on the 2nd December 1846, for putting off in a boat with 5 Coastguard men, and gallantly saving the crew of 5 men from the sloop *Bellona*, which was wrecked on Bognor Rocks, off the coast of Sussex.

LEIGH, THOMAS, Lieutenant of H.M. Coastguard at Winterton, Norfolk, awarded Gold Medal, "Gold Boat," and Silver Medal for gallantly assisting to rescue, at different periods, 7 men from the brig *Annabella*, 4 men from the brig *Henry*, 16 persons from the ship *Crauford Davison*, and 3 men from the brig *Blackbird*, which vessels were wrecked off Winterton.

LETT, S. J., Lieutenant of H.M. Coastguard at Rosslare, near Wexford, awarded Gold Medal, on the 9th January 1839, in recognition of his very gallant services in putting off in a boat with 5 men, and saving 8 of the crew of the ship *Ariadne*, which was wrecked at Rosslare.

LINDSAY, JAMES, Lieutenant of H.M. Coastguard at Fort George, N.B., awarded Gold Medal, on the 7th February 1827, in acknowledgment of his very gallant conduct in assisting to rescue the master, 2 seamen, and a female passenger from the sloop *Lively*, which was wrecked off Fort George.

LINGARD, JOHN, Lieutenant, awarded Gold Medal, on the 19th August, 1829, for gallantly assisting to save the master and his wife and the crew of 5 men from the brig *Esther*, and the master and crew of 5 men from the brig *Henry*, which vessels were wrecked at Robin Hood Bay, near Whitby, Yorkshire.

LLOYD, SAMUEL, Lieutenant, awarded Gold Medal, on the 18th February 1829, for putting off in a boat with 4 men, and very gallantly rescuing the crew, consisting of 10 men, of the Spanish brig *Capricho*, which was wrecked at Ballycotton, Ireland.

[To be continued on February 1, 1879.]

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

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

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

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

Total lives saved by Life-boats, in 1877, in addition to 35 vessels. 848
 Ditto in first nine months of 1878, besides 11 vessels. 322
 During the same period the Institution granted rewards for saving lives by fishing and other boats 315

Total of lives saved } 1485
 in 21 months...

THE COMMITTEE OF MANAGEMENT have to state that during the year 1877, and the first nine months of 1878, the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £51,769 on its 269 Life-boat Establishments on the coasts of England, Scotland, and Ireland in addition to having contributed to the saving of 1485 persons from various shipwrecks on our coasts, for which services it granted 11 Silver Medals and 26 Votes of Thanks on Vellum, besides pecuniary rewards to the amount of £5626.

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 25,872; for which services 92 Gold Medals, 887 Silver Medals, and £55,695 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.—November 1878.