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THE FISHERIES EXHIBITION.

It would probably savour of exaggeration to assert that this Exhibition is entitled to the first place in the long roll of similar undertakings, of which the Exhibition of 1851 was the grand beginning; but history will give it a high place as an unqualified success—whether as regarding the attractiveness of the things brought together—the manner in which they are displayed—or the organization which enables everyone to see so well and so completely free from inconvenience, every article of the interesting collection brought together. Upwards of two and a quarter millions of people have gone there; and though, of course, those people who are always “bored,” have been bored there as much as anywhere else, the masses are delighted with all they see; the place is popular in the best sense of the term; and the enquiry, “Have you been to the Fisheries?” has this year completely put the weather upon one side.

Few indeed have been so lacking in energy and interest as not to have been at any rate once, and very few have contented themselves with one visit.

The administrative capacity of the Executive has been tested and proved—in no way more so than in the first necessary step of getting their visitors there. In this they have been most ably assisted and seconded by the railway companies; and their assistance is not the less acceptable because, in helping to smooth the path of

the sightseer, they have probably helped their shareholders also.

At every railway station, tickets for the Fisheries were so advertised, that “all who ran might read.”

Once there, the scene is so novel, and the effect so beautiful, that it is difficult in a small space like the present to do any justice to it.

The Exhibition of Fish and Fishing-tackle sounds prosaic, but the arrangements take away a great deal of the common-place; and standing at the end, commanding a long vista from the steps under the glass arch, nets dyed in different colours, festooned along, serve the double purpose of veiling the glare and enhancing the beauty of the scene. Under this centre corridor, boats, gear and ropes come in regular order. Carved figure-heads from distant lands stand in friendly rivalry with the smartest boats of our highest civilization. The Queen’s State-barge, dating from the 1st James, and blazing with red and gold, is to be seen in one place; and the coble in which Grace Darling saved the lives of the shipwrecked sailors, and made her name famous for all time, is not far off. There is a picture of her—a young, nice-looking girl, with a fine complexion and a modest expression—and round her boat gathers a crowd of earnest admirers. It is wonderful, though the most useful and plain articles are very visible, how

little they seem to destroy the effect of the charm given by the display of the more beautiful things. In this, England does not carry off the palm; some of the foreign courts very far surpassing her in the taste with which their national contributions are arranged to catch the public eye.

There is much to admire in our courts, and a great deal that appeals pleasantly to the memory of those many who love rod-fishing, whose eyes must rejoice to see old friends again. "John Scott," "Silver Doctor," "John Fergusson," "March Brown," "Professor," and "Partridge Ruff," with hundreds of others, bring vividly to mind pleasant and happy days, when rod in hand, a favourite pool was neared, and a fresh-run fish, or a wily trout, was encountered and captured.

The oldest article exhibited in our courts is, we believe, the red-and-gold State-barge already mentioned, built in James the First's reign, and lent by Her Majesty.

Innumerable models of fishing-boats and vessels from all parts of the world claim attention: they are very interesting and instructive, and range from the beautiful fishing-schooners of the United States, with their yacht-like form and white cotton canvas sails, to the skin coracles still in use on the West Coast of Ireland; the modern canoe and square-ended fishing-punts of the Thames, with their luxurious fittings, cushions and awnings, &c., stand near enough to challenge comparison with the regular fishing-boats, looking like work, and reminding one of the dangers they have to face as well as the many contrivances for lessening the risk, that are exhibited. Nothing is more striking than the immense difference in form, hull, rigging, &c., where the object of all is the same, i.e., to provide the greatest practicable security for life and property in pursuing a perilous calling. Doubtless some of these differences are due to local requirements for harbouring and hauling up the boats, but there is a good deal that can only be accounted for by believing the form, &c., to be the

outcome of long-continued custom and local prejudices—and it is one of the important offices of this Exhibition to break down these prejudices, which so often fatally prevent desirable improvements.

The Exhibition does not content itself with teaching how to catch fish; it also teaches how to cook it; and going upon the right principle of "beginning at the beginning," there are also models of the various hatching systems. In short, from the spawn of fish, to the latest methods civilization has discovered of making use of them—their flesh, their bones—nothing has been forgotten. The various methods of capture—the nets, and the mode of escape for smaller fishes from the meshes of the voracious trawl-net—everything deserves study.

As to the cooking, we are obliged to take it on trust; but the success of the *6d.* fish-dinners has far exceeded the most sanguine expectations: hungry crowds flock in, and hungry crowds wait with dogged determination outside. The fish-market has not supplied cheap fish, the prices asked being at times higher than is now the rule in other markets.

Of course there are innumerable displays of cured fish, freezing in a refrigerator, salting, pickling, smoking, *ad infinitum*—the most patent fact being, that however perfect the method of preservation may be, the look of these delicacies in their uncooked condition is not lovely to the eye, or appetizing to gaze upon. Even a turtle, when converted into a mummy, is not suggestive of tempting soup—though of course this is a mere sentimental feeling, and does not affect its excellence as a matter of fact.

Waterproofing, applied to every portion of clothing in use among fishermen, shines out in lustrous folds; and wearing apparel of many kinds is to be seen—one department being devoted to a certain article worn by ladies, and which, till somebody thought of the whales, puzzled some of the visitors a good deal as to its being the right thing in the right place.

No one doubts the advantage of bringing before the eyes of those who have no other

opportunity of seeing them, the enormous variety of fish existing in the world. Reading and pictures awaken a certain interest, but nothing equal to that created by tangible proofs. There is but a short step between the interest aroused by personal acquaintance with fish and the various manners of catching it, and the hardy tribe of men who brave the dangers of the deep, spending their lives in a perilous calling, and in bringing home the spoils of the sea.

In the United States Court there are some splendid specimens—giants of the finny tribe. Sun-fish are to be seen in one place, and huge whales in another. Overhead hangs a cuttle-fish, which enables one to realise the truth of Victor Hugo's description of a struggle with a monster of this kind in his 'Toilers of the Sea.'

Passing to the Colonial Exhibits, how much there is to see! The exquisite shells of the Bahamas and the tropics; the quaint carvings and delicate tracery on huge conch shells. Each court has hundreds of objects of beauty and interest. Whether attracted by the coral of Naples, or the fascinating and graceful specimens of marine flora elsewhere, no one can fail to come away wiser and better for the opportunity of seeing nature, as nature exists in other climes.

There are some cases of birds, zoophytes and seaweeds which deserve special mention, because they are no mere classified collection, the dried bones of Science as it were, bereft of all charm. The zoophytes are arranged with loving care, evidently, and are grouped so as to reproduce their habitats as well as their individuality. Looking at them, one is carried back in thought to still pools left by the sea on some rocky coast; once again we feel the thrill of discovery, and the fear of destroying by our eagerness some rare specimen; once more the shout of triumph comes to our ears, as we succeed in detaching a delicate beauty without injury. The specimens of the "Sea-horses" shown are unusually large, and Mrs. Gardner, who exhibits these beautiful things, is

sincerely to be congratulated. There are other cases almost equally good, and some stuffed fishes wonderfully fresh and life-like.

One great merit in this Exhibition is the possibility of seeing a great deal without over-fatigue. There are plenty of seats, and except as regards the candidates for the fish-dinners, no overcrowding.

From one end to another the organization is admirable. There are very few policemen, and they are unobtrusive; and a more orderly number of people could not be seen. More than two and a quarter millions have been there, and numbers do not diminish. Of course some go because, putting the fish on one side, it is a very attractive place to go to. There is good music, and *there is much besides*. The gardens are always pretty; the weather has been fine; and the admission is cheap. But at night it is a world of enchantment, owing to the electric light. Each court gains in beauty, and the mysterious, clear, and soft light gives the commonest objects a charm. In the gardens the scene is fairy-like. The water-tanks, the flowers, and the moving crowd make up a whole hitherto unsurpassed in England. The scene is more that of a gay foreign town; and the question arises, *why should not something like this be within the reach of our townspeople always?*

If this Exhibition does nothing more, it must at any rate awaken a larger sympathy with fishermen—a sympathy which it may be hoped will not die away, but which will give fresh impetus to the friendly and cordial feeling that has already been shown towards those who do their utmost to try to lessen the risk of loss of life on the coast.

It may be considered strange that this sketch has not alluded to the various means shown for saving life at sea by our own Life-boats or other means. This reticence is necessary, because the decision of the judges has not been given. Possibly, in another article and at a future date, this question, which is of paramount importance, will be discussed at length.

OUR INLAND BRANCHES.

MANCHESTER.

THE question may be asked, what have the communities living in our large commercial centres, and the large inland towns of the United Kingdom, in common with the work of the life-saving apparatus on the sea coast? Why should they be appealed to for subscriptions to support a Society, even though it may be National in character, whose operations are almost unknown to them, and who, if it were not for the improved means of travelling developed in the present day, would be utterly ignorant of the sea in all its aspects of calm and storm, and would therefore fail to appreciate the great value of the services performed by the Life-boats of this Institution?

Many excellent reasons may be advanced in reply to such a mode of reasoning, for though the residents in the inland cities and towns may be ignorant of the perils and dangers of the sea to which the crews of the mercantile marine and the large fishing fleets are continually exposed, no hesitation is felt in appealing to their sympathies on behalf of the Life-boat cause, which has brought relief to so many thousands of men, employed not only in bringing to our country raw material, the luxuries of foreign lands, most of the necessaries of life, fish for our consumption, etc., but also in exporting the manufactured goods, the making of which has given employment to such numbers of the poorer classes.

Week after week steamers laden with emigrants may be seen leaving our shores for America and our distant colonies, and many of the wealthier classes, taking advantage of the luxuriously-fitted-up steamers built to make rapid passages, are constantly making trips to India and America; and, further, there are but few families who are not in a greater or less degree connected with the sea, either through a father, a brother, or a son, or even a friend whose business is on the great waters, and there is no knowing when any one of these may be in need of the services of the Life-boat.

Were the Life-boats to receive support only from the communities who by force of circumstances live on the sea-coast, the income would be altogether inadequate to meet the expenses of the Life-boat stations. Many of the subscribers to the local Life-boat funds have ceased to contribute since the introduction of the Plim-soll Shipping Act, which condemned wholesale the enormous class of sailing vessels engaged in the coasting trade in which they were interested. Large steamers now-a-days being built, and launched without intermission, have taken the place of such vessels, and persons owning shares in these may be found all over the kingdom, no matter how remote may be the district in which they live.

It is therefore not wonderful that in the year 1860 the attention of several influential gentlemen resident in Manchester should have been drawn to the vigorous efforts made by the NA-

TIONAL LIFE-BOAT INSTITUTION in the direction of saving life from shipwreck. Manchester, the first manufacturing city in the world, and second only in population to London, situated close to the important port of Liverpool, with its magnificent Town Hall, erected at a cost of above a million of money, its palatial warehouses, and wealthy merchants, many of whom have been obliged to become shipowners to satisfy the demands of their business, may be considered directly interested in all efforts made to promote the means of safety for those who minister to our wants, and who are certainly particularly necessary for the welfare of a city which has become the one great cotton market of the world.

A public meeting having been called in aid of the philanthropic objects of the LIFE-BOAT INSTITUTION, was presided over by Mr. MACKIE, and resulted in the formation of an influential committee. By this means £250 was soon collected. It becoming necessary in 1864 to re-organize the Branch, the Rev. E. HEWLETT, Rector of St. Paul's, Brunswick Square, was appointed Hon. Secretary, and Mr. ROBT. WHITWORTH, Treasurer. In the short space of twelve months a sum sufficient to build four Life-boats had been collected, mainly through the exertions of Mr. WHITWORTH. The success of the Branch since that time has been great, seventeen Life-boats in all having been presented to the Institution, which have saved 729 lives.

In 1881 the Parent Committee decided to present a model Life-boat to the Corporation of Manchester, to be placed in the Town Hall, with a suitable tablet, as a recognition of the great and valuable support the Institution had received from that city. The time was also considered a good opportunity for reconstituting the Branch, and giving the public a brief outline of the work which had been done. The Hon. Secretary was accordingly communicated with, and arrangements were at once made for the presentation ceremony, which took place at the Town Hall on January 31st, 1882, under the presidency of the MAYOR. The BISHOP of MANCHESTER, who consented to become President of the Branch, Mr. CHADWICK, and other leading gentlemen, were present on the occasion, and addressed the meeting, after which the Model was presented to the Corporation, and accepted by the Mayor, and it may now be seen in the Town Hall.

The work of the Branch is still being carried forward with unabated activity, Mr. CORBETT, jun., and Mr. S. L. HELM, having respectively joined Mr. HEWLETT and Mr. WHITWORTH in performing the onerous duties of Hon. Secretary and Treasurer. It is earnestly hoped therefore that with so worthy an object, and with the help of the several gentlemen who compose the Committee, all well known in connection with the charitable institutions abounding in Manchester, a more general and widespread compensation may be looked for from this great city, so closely allied to the mercantile and shipping interests of the country.

SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT INSTITUTION—(continued.)



HOLYHEAD.—Signals of distress were seen in the outer harbour at 10 P.M. on the 30th September last during stormy weather and a rough sea. The *Thomas Fielden* Life-boat was launched, proceeded outside Salt Island, and found the brigantine *Wonder*, of Swansea, dragging her anchors and nearly ashore. Some of the Life-boat men went on board the vessel, got canvas on her, hove up the starboard anchor, slipped the port one, and ran the vessel into the old harbour, mooring her alongside the quay. She was bound to Newcastle-on-Tyne with a cargo of salt, and carried a crew of six men.

HOLY ISLAND, NORTHUMBERLAND.—The ketch *Mary Tweedlie*, of Berwick, was seen running before the wind, under bare poles, at 3 P.M., on the 6th March, 1883, during a fearful gale of wind from N. to N.E. and a very heavy sea, the whole bar and the sea as far as the eye could reach being one mass of broken water. The No. 1 Life-boat, *Grace Darling*, was launched, and was more than three hours in reaching the vessel. The crew pulled bravely until almost exhausted; but every time they seemed to be near enough to throw a line on board, a huge wave washed them about a hundred yards astern. This was repeated ten or twelve times before the Life-boat men were able to get a rope fast to the vessel, after which they took two men into the boat, by means of the life-buoy, in a very exhausted and numbed condition. One of the crew had received a blow on

the head from a falling spar, at about 12 o'clock, and had died soon afterwards.

The same Life-boat saved the fishing-boat *Nancy*, which had struck on the Rigg while returning to Holy Island during a gale of wind from the N.E. on the 11th September. The seas were beginning to break over her, and she would probably have broken up in a short time, and her crew of five men lost, had it not been for the timely arrival of the Life-boat.

HUNA, CAITHNESS-SHIRE.—During a gale of wind from the W.S.W., and an exceedingly rough sea, on the 20th January, the Life-boat *W.M.C.* was launched, at 1 A.M., to the assistance of the fishing-boat *Margaret Gunn*, of Wick, which was in a dangerous position in the Pentland Firth, being close to tremendous breakers. On reaching the vessel it was found that her mast had been broken while she was in the German Ocean and that she was in a sinking condition. Her crew, consisting of seven men, were therefore taken into the Life-boat and brought safely ashore.

HUNSTANTON, NORFOLK.—The barquentine *Vicuna*, of Hull, bound from Laurvig, Norway, to Hull, with ice, was observed ashore near Holme Point, at 5.15 P.M. on the 7th March, during a moderate gale of wind from the N.N.E. and a rough sea. The *Licensed Victualler* Life-boat was taken to Holme Point, distant three miles and a half, over a heavy road, was launched at

6.30, and succeeded in rescuing the vessel's crew consisting of nine men.

KESSEINGLAND.—At 4 P.M., on the 7th February, signals of distress were observed from the fishing smack *Pioneer*, of Lowestoft, which had stranded in Pakefield Gat. The No. 1 Life-boat, the *Bolton*, was promptly launched and proceeded to the vessel. The tide was flowing at the time and a heavy sea was running. The smack eventually got afloat, and as she was leaking she accepted the assistance of the Life-boat, which accompanied her to Lowestoft.

At 6 A.M. on the 10th February signals of distress were observed on the North end of the Barnard Sand. The wind at the time was blowing a strong breeze from the S.W. and the sea was rough. The No. 2 Life-boat, *St. Michael's, Paddington*, was soon launched through a very heavy surf, and made for the distressed brig, the *Marnhull*, of Weymouth, bound from London to Middlesborough, with scrap iron. She had sunk on the North end of the Barnard Sand, and her crew of six men had taken refuge in the rigging, from which one of them fell and was unfortunately killed. After eight attempts the Life-boat succeeded in taking off the five survivors and landed them at Lowestoft.

LITTLEHAVEN, PEMBROKESHIRE.—Two schooners were at anchor in St. Bride's Bay, while a gale of wind was blowing from the S. on the 25th January. It was thought advisable to warn the crew of the Life-boat *Friend*, to be in readiness should their services be required, as the vessels would be in danger if the wind shifted to the W. or N.W., as it not unfrequently does on this coast after a S. gale. At about 10 P.M. this occurred, and a watch was kept for any signals that might be shown; but none were exhibited. At about 10.30 two of the Life-boat men reported that they could see a light just outside the breakers, on the shore. This proved to be from a boat of one of the vessels carrying her anchor-light, the crew trying to find a place where to land. They finally ran through the breakers and succeeded in getting safely ashore. On hearing from the captain that he thought the other vessel would soon be ashore, the Life-boat crew were summoned, one man

immediately going to show a light at the store-room at Goldtop as a guide to the crew of the vessel, should they also attempt to land. The Life-boat then put off and met the crew just as they had taken to their boat. The men having been transferred to the Life-boat, their boat was taken in tow, and all were safely landed at Goldtop. The vessel was the schooner *Nanteos*, of Aberystwyth, bound from Portmadoc to Southampton, with slates. She had a crew of four men.

LOWESTOFT.—On the evening of the 19th March, at about 8 o'clock, the schooner *Fides*, of Nyborg, Denmark, bound from Newcastle to Figueira, with a cargo of coal, while riding in the roads began to drive, and at 9 o'clock, the coxswain of the Life-boat, seeing that the vessel was drifting on to the shore, mustered his crew. The *Samuel Plimsoll* was launched, proceeded to her assistance, and found she was then in 13 feet of water. The Life-boat dropped her anchor, drifted down to the schooner and put some of the Life-boatmen on board her. The boat then took the tow-rope from the steam-tug *Rainbow* to the vessel, slipped her anchor, and she was towed into the harbour, arriving at 11.30. She struck the ground just as she was taken in tow.

MARYPORT, CUMBERLAND.—At about 4.30 P.M. on the 26th September a small screw steamer, the *Barrington*, of Maryport, was observed to be making for the port. The wind was blowing a strong gale from the W. by S.W., accompanied by a very rough sea, and fears were entertained for the vessel's safety as she was shipping much water. In trying to round the pier she struck the ground heavily and became unmanageable. The Life-boat *Henry Nicson No. 1* put off to her assistance without delay, and with considerable trouble rescued the crew consisting of five men.

MEVAGISSEY, CORNWALL.—On the 1st September the smack *Bacchus*, of Nantes, which had been towed from Ruthleven to Charlestown in ballast, and had anchored in Charlestown Bay, was in great danger owing to the heavy gale which had sprung up from the S. Information of the fact having reached the Mevagissey Life-boat Station, the Life-boat *South Warwickshire*

was launched as soon as possible, and having come up with the vessel, took off her crew, consisting of three men, who were landed at Porthpean, the Life-boat encountering heavy seas on her way to the shore. The smack subsequently became a total wreck.

MILFORD.—The schooner *Slaney*, of Wexford, bound to Newport, Mon., in ballast, showed a signal of distress during a strong gale on the morning of the 26th September. The Life-boat *Katharine* put off to the vessel and found that her crew did not wish to leave her, but preferred to wait until a tug arrived. The Life-boat, however, remained by her about an hour, and the vessel getting nearer and nearer to the rocks, and the sea increasing in force, three of the men were, at their own request, taken into the Life-boat. The vessel then parted her cable and went on the rocks. The Captain and the mate, who were still on the wreck, were happily got safely to land, through the assistance of men on shore. There was no chance of saving the vessel, which became a total wreck, and the Life-boat therefore returned ashore with the three men she had rescued.

MOELFRE, ANGLESEY.—A signal of distress was seen in Moelfre Bay during a storm from the S., at about 2 P.M. on the 24th January. The *Lady Vivian* Life-boat put off, and found that the signal was shown by the smack *Frens*, of Beaumaris, bound from Cemaes, Anglesey, to Lancaster, with a cargo of oats. Her crew of three men were in the utmost peril, and were on the point of leaving their vessel when the Life-boat arrived and took them safely to land.

MONTROSE.—The smack *London*, of Jersey, was in great danger at 1.30 P.M. on the 18th March, having steered too far north while making for Montrose. The No. 1 Life-boat, *Mincing Lane*, having been launched, took up a position inside the bar, to show the vessel in which direction to steer. The smack, however, was struck by a heavy sea, and jibed with her head to the N. across the point of the Annat, another sea canted her head again, and she then managed to stand in across the bank towards the Life-boat and eventually got safely in.

At about 4 A.M. on the 19th March, the *Mincing Lane* Life-boat was launched to the aid of the smack *Orange Blossom*, of Jersey, which was making for the harbour during a strong gale accompanied by snow storms and a very heavy sea. She was keeping much too far north and was steering to cross the Annat bank. The Life-boat showed the direction in which she should steer and the vessel was brought safely into port.

On the 20th March, at about 5.30 A.M., the No. 2 Life-boat *Roman Governor of Caer Hün*, was launched to the assistance of the brig *Eleonore*, of Tonsberg, Norway, which was showing signals of distress. She went ashore about a mile and a half N. of the Life-boat house. On reaching her it was found that she was water-logged and had been unable to clear the land. Her crew, consisting of seven men, were taken into the Life-boat and brought ashore in safety. The brig subsequently became a total wreck.

At daybreak on the 21st April, the pilots on the look-out discovered a schooner stranded on the beach about two miles N. of Montrose. The crew of the No. 1 Life-boat *Mincing Lane* mustered as quickly as possible, launched the Life-boat, pulled over the bar, on which a heavy sea was breaking, and sighted a small boat about a mile N. The Life-boat made for her and rescued six men who were on board. They proved to be the crew of the *Mary*, of Haugesund, Norway, bound from that port for Leith, in ballast. She had parted her anchor and gone ashore. The men had been five hours in their boat, and it is very doubtful whether they could ever have reached land in her, as she was only a small skiff with very little free-board.

The No. 2 Life-boat was also launched, at about 11.30 A.M. on the 8th August, to the assistance of several fishing boats which had been caught in a gale from the S., and were in great danger while making for Montrose. The Life-boat remained about two and a half hours at the harbour mouth, signalling to the boats in which direction to steer, they being strangers to the port. Some of them had narrow escapes of being lost on the Annat Bank.

At 4 P.M. the wind shifted to the W. and blew a very heavy gale, and two strange boats were then seen making for the harbour. One got inside the

buoys; the other hoisted a signal half-mast high, and the first boat then ran back, apparently to the assistance of the other. The Life-boat was again launched and went out with a steam-tug, and both the boats, which were in considerable danger, one having all the tackling of her mast loose, were with much difficulty towed into safety.

MORTE BAY, NORTH DEVON.—The s.s. *Lynx*, of Cardiff, bound from that port to Portreath, with coal, sprung a leak when off Morthoe Point, on the 6th March, and with the view of saving the lives of the crew, the master ran her on Wollecombe Sands. The coxswain of the *Grace Woodbury* Life-boat, on being informed of the occurrence, at once went to Morthoe to ascertain the position of the vessel; but as the weather was moderate it did not appear to be necessary to launch the Life-boat. At 11 A.M. the wind freshened to a strong breeze from the N., and a heavy swell rose. The leak having been temporarily stopped, the master of the steamer requested that the Life-boat might be launched to stand by her. This was accordingly done; but in trying to get the vessel off (six of the Life-boatmen having gone on board to assist), a warp got foul of the propeller and she had therefore to remain until the next day, her crew of seven men being brought ashore in the Life-boat at 6.30 P.M. The vessel was then leaking very badly, the water having put the fires out before the abandonment took place. At 3.30 P.M. on the following day, at the request of Lloyd's agent and the master, the Life-boat was again launched and made for the stranded vessel. The master now gave up charge to the crew of the boat and the steamer was eventually floated off at 4.30, the Life-boat accompanying her over the bar to Appledore, one of the Life-boat's crew being in charge as pilot. The vessel was finally anchored in safety in Appledore Pool at 7.30 P.M. The crew of the Life-boat having been exposed so long a time to the violence of the weather, remained at Appledore during the night, and returned with their boat to Morte Bay against a strong wind at 8 A.M., arriving at their station at 2 P.M.

NEWHAVEN.—It was reported at 2.15 P.M. on the 17th February, that a vessel

was ashore at the back of the East pier. The *Michael Henry* Life-boat immediately went to her rescue, and found she was the ketch *Thomas and John*, of Fowey bound from London to Plymouth with cement. She had struck on the bar in running for the harbour in a sinking condition, and as she was full of water and fast going to pieces, her crew of three men were taken into the Life-boat and brought ashore.

PADSTOW, CORNWALL.—The coxswain of the Life-boat *Albert Edward* was informed at 9.30 P.M. on the 1st February, that a vessel was showing signals of distress. The crew of the Life-boat were at once summoned, and proceeded to the boat-house, where they observed a vessel brought up in a dangerous position, about half a mile from Stepper Point. The Life-boat was launched, proceeded to the vessel, which proved to be the schooner *Mary Josephine*, of Padstow, bound from Padstow to Hayle with slate, and brought her crew of three men ashore. The weather afterwards moderated, and the vessel fortunately held to her anchors.

The Padstow new Life-boat, the *Arab*, was launched at 2 P.M. on the 3rd September to the assistance of the schooner *Maria*, of Granville, bound for that port from Swansea, with a cargo of coal. The schooner had stranded on the Doom Bar, during a strong W. wind and a high sea. The Life-boat brought ashore two men who were on board, three others of the crew having previously landed in their own boat. The vessel afterwards sank and became a total wreck.

PALLING, NORFOLK.—At 11 o'clock on the morning of the 21st July, during squally weather and a heavy sea, a barque was observed aground on the Hasborough Sand. The No. 2 Life-boat, the *British Workman*, was launched and proceeded to the vessel, which proved to be the *Khedive*, of Hartlepool, bound for Buenos Ayres with a cargo of coal. With the help of the Life-boat and a yawl the vessel was got off the sand and taken to Yarmouth Roads. She carried a crew of twelve men.

At 11 A.M. on the 7th August, during a fresh wind from the N., signals of distress were shown from a vessel on the Hasborough Sands, in reply to which the

'same Life-boat was promptly launched, and found that the vessel was the brigantine *Flora*, of Salecombe, bound from Runcorn to Shields with a cargo of salt. The Life-boat remained by her until it was seen that she must become a wreck, when the crew of four men, together with two women, were taken into the boat and safely landed at Palling at 6 o'clock on the following morning.

PIEL, LANCASHIRE.—At 6 A.M. on the 4th September the *William Birkett* Life-boat was launched in reply to signals, to the assistance of the barque *China*, of Porsgrund, Norway. The boat was towed by the steam-tug *Ajax*, and when about two miles outside of the Hipsford buoy, where the vessel was ashore, was cast off and dropped down to her, being thus enabled to take off her crew of ten men. The Life-boat then returned to the tug and was towed to Barrow, where the rescued men were landed. The barque had lost her main and mizen masts and became a total wreck.

On the 6th September the schooner *John Royle*, of Chester, was reported to have sunk on Cartmell Wharf, Morecambe Bay, during a strong W.N.W. gale and a heavy sea. At 11.45 A.M. the *William Birkett* Life-boat went to her assistance, and found the master, his wife, and two seamen clinging to the rigging, in a very exhausted condition. They were promptly helped into the Life-boat, and landed at Barrow, the harbour tug *Ajax* again assisting the Life-boat in effecting this rescue.

PLYMOUTH.—At about 3 A.M. on the 2nd September, during a strong gale from the S. and a heavy sea, the Norwegian barque *Elise* entered Plymouth Sound for shelter, and let go both her anchors. One chain parted immediately, and the vessel drove with the second anchor until she went ashore on a reef close under the Hoe where she began to break up. The *Clemency* Life-boat at once went to her assistance, and having dropped anchor to windward, veered down to the wreck. A line was then passed, and the crew of nine men, who had taken shelter in the fore part of the vessel, were hauled through the water into the boat, and taken to Sutton Harbour, where they were landed and housed at the Sailors Home.

POOLE, DORSET.—On the 9th January, at about 2.30 P.M., during a heavy gale from the E.S.E. and a high sea, signals being heard from the sandbanks, the *Boys' Own*, No. 2, Life-boat was launched, and towed by a steamer to the mouth of the harbour, when it was ascertained that a large brig was lying in Studland Bay with signals of distress flying. The Life-boat made for the vessel, and found her to be the *Victor*, of Neustadt, Germany, heavily laden with a cargo of coal. She was riding in a very dangerous position, the sea making a clean breach over her, and her figure-head, cutwater and a portion of her port bow bulwarks had been knocked away. The crew refused to leave the vessel, and the Life-boat therefore remained by her for about an hour, when the wind moderating she returned to her station.

PORHCRAWL, SOUTH WALES.—The barque *William Miles*, of London, bound from Havre to Swansea in ballast, stranded about half a mile east of Porthcawl, during a W.N.W. wind and a rough sea, at midnight on the 9th August. She exhibited signals of distress, and the Life-boat *Chafyn Grove* was thereupon launched, proceeded to her and brought ashore the master's wife and one man, the others of the crew refusing to leave the vessel. At about 6 A.M. she was seen to be in imminent danger, and the Life-boat therefore again went to her and took off the remainder of her crew, ten in number. The barque ultimately became a total wreck.

PORT ISAAC, CORNWALL.—Several fishing boats proceeded to sea on the morning of the 7th February, the weather being fine and the sea comparatively smooth. At about 11 A.M., however, a tremendous ground sea arose, almost suddenly, and the boats were in great danger, and could not for several hours venture to enter the harbour. The *Richard and Sarah* Life-boat went to their rescue, towed in four of the boats, containing seven men, and accompanied the others in entering the harbour.

RAMSEY, ISLE OF MAN.—On the 6th March, at about 6.30 P.M., the trawler, *Emerald Isle*, of Whitehaven, which had been beating about in the bay for about three hours, evidently waiting for water,

suddenly made for the harbour mouth, and grounded outside in a very heavy surf. The Life-boat, *Two Sisters*, was launched with great promptitude, and brought ashore the vessel's crew consisting of four men. One of the Life-boat men was washed overboard during this service, but was fortunately rescued.

A signal of distress was observed from a vessel riding heavily, and dragging her anchors on to a lee-shore, during a stiff breeze from the E.N.E., and a rough sea, at about 6 A.M. on the 27th April. The Life-boat was promptly launched to her aid, and found her to be the flat *Flora*, of Runcorn, bound from Girvan to Liverpool, with gravel. With the help of the Life-boat the vessel and her crew of three men were brought safely into the harbour at 1 P.M.

RAMSGATE.—Signal guns were heard from the Goodwin Sands at 6 o'clock on the morning of the 20th March. The *Bradford* and *Vulcan* were at once manned and left the harbour, proceeded to the Sands, and ultimately found the barque *Georgia*, of Fiume, bound from Hamburg to Baltimore with salt and empty barrels, ashore inside the middle buoy on the S.E. part of the Sand. The crew, thirteen in number, who were in their boat were taken on board the Life-boat which then went alongside the vessel, made sail on her, and with the assistance of the tug tried to get her afloat. The pumps were sounded and it was found that she had seven feet of water in her hold, and as there was no chance of saving her the Life-boat and steamer returned to Ramsgate with the rescued crew, arriving in the harbour at 11.40 A.M.

On the 30th March, at 5.15 A.M., in reply to signals of distress the Life-boat *Bradford* and steam-tug *Vulcan* proceeded to the East Goodwin Lightship and found that she had been run into by a schooner, and had one of the vessel's crew on board. The man was taken into the Life-boat and brought to Ramsgate.

On the 6th April, at 4.30 A.M., during a moderate N.E. wind, signal guns were fired from the *Gull* Lightship. The Life-boat *Bradford* proceeded under sail to the North Sand Head and found a barque ashore on the North-east part of the Sand. The Life-boat let go an anchor, veered close alongside the vessel and advised the

master to let go his starboard anchor. The sea was breaking clean over the ship and the wreck of the fore and main masts which had been cut away was lying alongside. The crew, consisting of ten men, were taken into the Life-boat which then waited to see whether the vessel would float at high water; but finding that there was no chance of her doing so, the boat returned to the harbour, arriving at noon. The wrecked vessel proved to be the Dutch barque *Henning*, bound from Frederickstadt to Poole, with a cargo of deals and boards.

On the 29th April, at about 1.15 P.M., a smacksman reported that he had seen a barque on the North Sand Head. The *Bradford* Life-boat left the harbour in tow of the *Vulcan*, at 1.25, and proceeded to the vessel, which proved to be the *Galera*, of Glasgow, from London to Trinidad with a general cargo. The Life-boat went alongside and her services were accepted by the master, who was the only person on board, the crew being on board a steam-tug. The vessel having several feet of water in her hold, the pumps were set to work, and the tow-ropes of the *Vulcan* and two other tugs were attached. The boat was then sent for the crew of the vessel, but they all refused to return, with the exception of the mate, who again went on board. The *Champion* lugger now arrived alongside, and her crew were engaged to assist in pumping. The tugs towed until 5 P.M. when the barque came off, striking heavily on the Sand. The *Vulcan* then cast off, and the other two tugs towed the vessel to London; the Life-boat being in attendance, men being kept on board pumping continually until 5 o'clock the following morning, when she arrived in the West India Dock and was moored in a safe berth, having then three feet of water in her.

ST. ANDREW'S.—At about 9 o'clock on the morning of the 2nd February, the schooner *Rosebud*, of Goole, was seen from St. Andrew's, but the weather becoming thick she was lost sight of. She was next observed at about 11 o'clock, when she seemed to be heading for the Eden mouth. The Life-boat *Ladies' Own* was despatched to her assistance, but before she could reach her the schooner had gone ashore on the North Bank of the Eden, and her crew, consisting of four men,

were compelled to take to the rigging from which they were rescued by the Life-boat. The vessel, which was bound from Sunderland to Montrose with a cargo of coal, became a total wreck.

SCARBOROUGH.—At 6.30 P.M., on the 7th February, the fishing smack *Young Alice*, of Scarborough, was endeavouring to enter the harbour during a S.S.E. wind and a very heavy sea, but not having sufficient canvas set she was driven on the beach. The *Lady Leigh* Life-boat promptly went to her assistance and brought ashore her crew, consisting of five men.

The fishing smack *Wellesley*, of Scarborough, while making for the harbour at dead low-water, during a gale of wind from the S.E. and a heavy sea, at 7.30 P.M., on the 19th March, took the ground outside the pier and drove on to the beach. The Life-boat went off to her, took a rope to the pier, remained by her until the water flowed, and then assisted her into the harbour.

SEATON CAREW, CO. DURHAM.—On the 11th March, at about 8.30 P.M., during a violent gale from the N.E., accompanied by thick snow-showers and a very heavy sea, signals of distress were exhibited from the Long Scar Rocks off this place. The Seaton Carew Life-boat was at once launched, and proceeded in the direction indicated, but no trace of any wreck could be found. HENRY HOOD, the coxswain of the Life-boat, and one of the crew named JOHN FRANKLIN, then determined to land on the reef and make a thorough search for it, as it was impossible to take the Life-boat among the rocks in the darkness. With much difficulty and danger, the sea breaking heavily over them, and the coxswain on one occasion being washed off the rocks, they at last discovered the wreck, and being afterwards joined by another of the Life-boat men, MATHEW FRANKLIN, they, after many ineffectual attempts, succeeded in throwing the heaving line over the stern. Just as this was accomplished, Hood heard a voice, and seeing some dark object in the surf, he rushed into the sea, and, with the aid of his companions, rescued a man, who proved to be the mate of the vessel, in a most exhausted condition. They then hailed the wreck, and the remaining four men, by means of

the communicating line, were got on to the rocks. The rescuers and the rescued now made for the Life-boat; after a perilous journey across the rocks, which were being swept by the sea, they at last reached it, and pulled for the shore, which was made in safety about half an hour after midnight. The wrecked vessel was the schooner *Atlas*, of Drammen, bound thence to Sunderland. She broke up very soon after the crew had been rescued.

Her Majesty the Queen subsequently conferred the decoration of the Albert Medal of the Second Class on HENRY HOOD, in recognition of his most gallant conduct on this occasion, and the Institution also awarded its Silver Medal to him, and to the two FRANKLINS.

SELSEY.—The barque *Tranmere*, of Liverpool, bound from Hull to Cardiff in ballast, brought up off Selsey Bill, during a gale of wind from the S. and in a very heavy sea, at about noon on the 2nd September. A fisherman's galley went out to her, but could not get alongside owing to the heavy sea. At 5 P.M. a signal of distress was shown from the barque, and the Life-boat *Four Sisters* was thereupon launched, and on reaching her she was found to be striking heavily, and the crew were anxious to be taken ashore, fearing that as she was already leaking and had lost part of her keel she would go to pieces. The men, thirteen in number, were accordingly taken into the Life-boat, and landed at Wallend, the very strong wind preventing the boat returning to her station until the following morning.

SENNEN COVE, LAND'S END.—The smack *Spring*, of Guernsey, bound from Swansea to Dinan, with coal, was observed to be showing a signal of distress, at 1.30 P.M., on the 8th January. The Life-boat *Denzil and Maria Onslow* at once went to her assistance and found that she had been run into by a schooner, carrying away her jibboom and part of her stem and causing her to leak very badly. The chief officer of Coast Guard, who had gone out in the Life-boat, and two of the Life-boat men got on board the smack and, having anchored her safely, brought her crew of three men ashore in the Life-boat.

SIDMOUTH, DEVONSHIRE.—At about 8

P.M., on the 29th July, the schooner *Hope*, of Ryde, bound from Middlesborough to Sidmouth with a cargo of iron and coal, which was lying less than a mile from the beach with two anchors down, parted her port cable. A fresh wind from the S.W. was blowing at the time and the weather was gloomy. The master did not consider it prudent to depend on the remaining cable, and he therefore showed signals of distress, in response to which the *Rimington* Life-boat went to his assistance and brought ashore the crew of four men. On the following morning, the wind having shifted, and the sea being much smoother, the men returned to their vessel and recovered the anchor.

SKEGNESS, LINCOLNSHIRE. — On the morning of the 30th September, a vessel was seen with signals of distress about 5 miles E. of Skegness. The crew of the *Herbert Ingram* Life-boat were at once summoned, and the Life-boat having been launched made for the vessel, which was found to be the sloop *Good Intent*, of King's Lynn, bound to that port from Seaham with coal. She had lost her main boom and her sails had been blown away. At the Master's request the Life-boat accompanied the sloop to Lynn Roads. She had two men on board.

SWANAGE, DORSET.—During a heavy gale from the S.S.E. on the 1st September, the yacht *Thalia*, which was riding in Swanage Bay, was seen to be rapidly driving towards some dangerous rocks on the north side. The crew of the *Charlotte Mary* Life-boat were promptly mustered, and at about 8.30 P.M. the boat was launched and proceeded to the yacht, which by this time had been again brought up, and found her crew preparing a signal of distress. The Life-boat accordingly let go her anchor, and went alongside; she was then hauled off again, and lay at her anchors during the night with a line attached to the vessel, in readiness to render assistance if the cable parted. At daylight the crew of five men were taken into the Life-boat, and brought on land.

THURSO, N.B.—During a severe gale of wind from the N. and a heavy sea, on the night of the 5th March, the schooner *Hephzibah*, bound from Carnarvon to New-

castle, with slates, and the smack *Annie*, of Port Dinorwic, bound for Wick, showed flare-up lights. The Life-boat went out at 11 o'clock and brought ashore the crews, consisting of five men from the *Hephzibah* and three men from the *Annie*. At 4 o'clock on the following morning the Life-boat again went out in reply to distress signals, and brought ashore six men from the *Bella*, of Wick; three men from the *William and Martha*; and four men from the *Governor Loch*, of Inverness.

On the afternoon of the 6th March, at about 5 o'clock, a schooner was observed coming from the W. and making for Scrabster Roads. As the sea was very heavy, and the wind was blowing strongly from the N., fears were entertained that she would drive ashore. The Life-boat *Charley Lloyd* therefore put off and found her to be the *Enigma*, of Port St. Mary, Isle of Man, bound from Runcorn to Arbroath with a cargo of salt. She brought up far out in the roadstead, and her crew, consisting of five men, were landed by the Life-boat.

TYRELLA, Co. DOWN. — On the 14th August the *Memorial* Life-boat, in reply to a signal shown from the ship *Henry*, of St. John, N.B., during a S. wind and a heavy sea, was launched, and at the master's request brought ashore five fishermen who had boarded the vessel and had lost their own boat through the heavy sea. The Life-boat afterwards remained by the ship, at the captain's request, for two days and one night, until the wind changed and she was enabled to proceed on her voyage.

WEXFORD.—At 1 P.M., on the 9th May, while a strong wind was blowing in squalls from the N.E. accompanied by a heavy sea, signals of distress were shown from the fishing yawl *Favourite*, of Wexford, which had stranded on the South side of the bar, while running for the harbour. The Life-boat *Civil Service*, No. 1, manned by her usual crew of Customs officers and pilots, the coxswain also being an officer of Customs, was immediately launched, and proceeded to render assistance. On arriving alongside, it was found that the vessel was leaking badly and the sea beating heavily over her. The crew, consisting of six men, were, with much difficulty, taken on board the Life-boat

and landed at Rosslare. The vessel became a total wreck twenty minutes afterwards.

WHITBY.—At noon on the 20th April, during calm weather and a heavy sea, three fishing cobsles and a Hartlepool pilot coble, the latter with only one man on board, were observed making for Whitby Harbour. It was considered unsafe for them to enter on account of the heavy seas breaking on the bar, and the No. 1 Life-boat *Robert and Mary Ellis* was therefore launched and supplied the crews of the cobsles with cork jackets. The fishing boats then succeeded in entering the harbour; but the pilot coble refused the assistance of the Life-boat and proceeded South under canvas.

WORTHING.—On the 10th February, at about 5.50 p.m., the schooner *Teresa*, of Weymouth, bound from Guernsey to London, with granite, was observed driving on shore. A strong gale of wind from the S. was blowing and the sea was heavy. The crew of the Life-boat *Henry Harris* were immediately summoned, and as it was evident that the vessel could not possibly keep off the lee shore, it was decided to use the Life-boat. Horses had been sent for; but before they arrived the crew and assistants ran the boat and carriage 400 yards over the sands. The vessel was soon reached, and the crew, numbering four men, saved. The schooner drove ashore about half a mile East of Worthing pier and became a total wreck.

THE WRECK REGISTER AND CHART FOR 1881-82.

YEAR after year the Board of Trade publishes a register of the wrecks occurring on the rocky and dangerous shores of the British Isles. This register silently places before us, in carefully arranged tables, a terrible tale of disaster and loss of life, and were it not for the indisputable figures which give such painful prominence to the sad details, we should find it difficult to believe that our happy and "right little, tight little island" could be the centre of, not to say responsible for, so much evil.

On reference to the latest statistics, we find that during the year 1881-82 there were no less than 3,660 shipping disasters immediately around and on the coasts of the United Kingdom, exceeding the total of the previous year by 85, and resulting in the lamentable loss of 1,097 lives, the corresponding number for the year 1880-81 being 984.

This total of 3,660 wrecks includes all sorts and classes of maritime accidents, viz., wrecks involving total loss, partial loss, collisions, &c., and it is a matter for satisfaction to know that the cases of total loss declined from 705 to 606, and those resulting in loss of life, from 238 to 235, so that the remaining 3,054 casualties may be looked upon as less serious.

Notwithstanding all the improvements which have been made in navigation, and the increased care which is taken both at sea and on land to guard against and prevent accidents, there is little doubt that there must always be an immense destruction of ships and property on our coasts, accompanied by a corresponding loss of life. No pains should therefore be spared to reduce such casualties to a minimum. The latest published statement of navigation and shipping shows that the total number of vessels entering and leaving our ports, including the Isle of Man and the Channel Isles, last year, was 676,358, representing a tonnage of 139,443,791, and carrying on board not far short of 4,000,000 people.

It may be interesting to our readers to study the following concise statement, showing the annual totals of the shipwrecks which have occurred on our coasts since 1854:—

1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,488; 1863, 1,664; 1864, 1,390; 1865, 1,656; 1866, 1,860; 1867, 2,090; 1868, 1,747; 1869, 2,114; 1870, 1,502; 1871, 1,575; 1872, 1,958; 1873 (first six months), 967; 1873-4, 1,803;



SUMMARY

In 1881-2 the number of vessels lost or damaged on the coasts and in the seas of the United Kingdom including cases of minor damage was 4,867, and the loss of life, as far as can be ascertained, was 1,097.

	Life Boats.	Rocket Stations.	
There are	224	200	in England.
"	44	45	" Scotland.
"	34	51	" Ireland.
	302	296	

WRECK CHART OF THE BRITISH ISLES

FOR
1881-82.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.

● SIGNIFIES A CASUALTY.

✠ REPRESENTS A LIFE BOAT.

Scale of Nautic Miles
10 0 50 100



1874-5, 3,590; 1875-6, 3,757; 1876-7, 4,164; 1877-8, 3,641; 1878-9, 3,002; 1879-80, 2,510; 1880-81, 3,575; and 1881-2, 3,660.

From this it will be observed that, in rather more than a quarter of a century, there have been 59,076 wrecks, involving the sad loss of 20,631 lives. This is the dark side of the page; but it is a matter for great thankfulness to God that we can record that, during the same period, through its 274 Life-boats and other means, the NATIONAL LIFE-BOAT INSTITUTION has been the means of saving no less than 13,456 lives, and that since its establishment this great Institution has assisted in rescuing from a watery grave *Thirty thousand two hundred and seventy-one* persons, all of whom must otherwise have inevitably perished.

Notwithstanding so many have been saved by the Life-boats, it must be borne in mind that these are far outnumbered by the lost. Again and again, during the winter months especially, rockets are thrown up, and signals of distress showing the urgent need, are observed by those on shore: in immediate response the Life-boat is launched, manned by brave hearts and strong arms, and hours, sometimes a livelong night, spent in the fruitless search for "those in peril on the sea," but all to no purpose; the great waters have done their worst, and all is over.

During the year 1882-3, 450 lives were saved by means of the Rocket Apparatus belonging to the Board of Trade, being 190 more than the number saved by the same means during the previous year. The number of life-saving apparatus stations was increased, in the same period, from 293 to 298.

The 3,660 shipping disasters which occurred off the coasts of the United Kingdom during the year 1881-2, comprised 4,367 vessels. Unfortunately the number of ships is larger than the total of the previous year by 70; it exceeds the casualties reported, because in cases of collision two or more ships are necessarily involved in one casualty. Thus 686

were collisions, and 2,974 were wrecks and casualties other than collisions. 526 of these latter disasters were wrecks, &c., resulting in total loss; 719 were casualties resulting in serious damage, and 1,729 were minor accidents. In the previous year, 1880-81, the wrecks and casualties other than collisions on and near our coasts numbered 2,862, or 112 less than the number reported during the year 1881-2. We observe that out of the 2,974 casualties, other than collisions, 2,623 occurred to vessels belonging to this country and its dependencies, and 351 happened to foreign ships. Of these 2,623 British vessels, 1,663 were employed in our own coasting trade; 720 in the (oversea) foreign and home trade, and 240 as fishing vessels. There were 8 casualties to ships belonging to foreign countries and states employed in the British coasting trade, and 275 to foreign vessels which, although not engaged in our coasting trade, were bound to or from British ports; while there were 68 casualties to foreign ships which were not trading to or from the United Kingdom.

Excluding collisions, the localities of the wrecks are thus given:—east coast of England, 809; south coast, 586; west coasts of England and Scotland, and east coast of Ireland, 1,046; north coast of Scotland, 99; east coast of Scotland, 161; and other parts, 273. Total, 2,974.

The loss of life, collision cases now being included, was as follows:—east coast of England, 289; south coast, 129; west coasts of England and Scotland and east coast of Ireland, 286; north coast of Scotland, 82; east coast of Scotland, 239; other parts of the coast, 72. Total, 1,097. It will thus be seen that the greatest loss of life happened, as usual, on the east coast of England.

The annexed wreck chart will give at a glance a good idea of the disasters which have occurred on our coast during the year gone by, and at the same time suggest to us that notwithstanding the valuable services of the Life-boats and the rocket apparatus, very little can really

be done to prevent shipwrecks, or to diminish them to any great extent.

In twenty-one years—between 1861 and 1882—the number of British and foreign ships that came to grief on our coasts, and from which life was lost, was 3,582, resulting in the loss of 16,792 lives.

It is very satisfactory to find that, excluding collisions, the number of total wrecks on our shores of English ships, caused either by the vessels being unseaworthy, or by the officers, pilots, or crews being ignorant or careless, has fallen during the last twelve months, in the first case from 34 to 20, and in the second case from 92 to 55, while the total losses occasioned by stress of weather have in the same period decreased from 319 to 276, and those arising from unknown causes from 95 to 93.

The number of casualties arising from the same causes during the year, and resulting in serious damage, is as follows:—Through defects, 24; errors, 116; stress of weather, 344; break down of machinery and explosions, 65; other causes, 66; and the cases of minor damage were, through defects, 104; errors, 182; break down of machinery and explosion, 79; stress of weather, 1,022; and other causes, 177.

Excluding foreign ships and collision cases, 198 disasters happened to nearly new ships, and 400 to ships from 3 to 7 years of age. Then there were 502 to ships from 7 to 14 years old, and 919 to ships from 15 to 30 years old. Then follow 437 old ships from 30 to 50 years old. After passing the service of half a century, we come to the very old ships, viz., 40 between 50 and 60 years old, 26 from 60 to 70, 16 from 70 to 80, 5 from 80 to 90, 7 from 90 to 100, and 3 upwards of 100 years old; while the ages of 70 are unknown.

Without reckoning the collisions, 611 steamships, and 2,363 sailing vessels, were lost or damaged on our coasts last year.

With regard to the 2,623 British ships which met with disaster, still excluding collisions, 1,399 did not exceed 100 tons

burthen, 725 were from 100 to 300 tons, 169 were from 300 to 500 tons, and 330 were above 500 tons burthen. Of the 444 British vessels totally lost irrespective of collisions, 43 are known to have been built of iron; and of this number, 36 were steamships, and 7 were sailing vessels.

The Wreck Register only gives the force and direction of the winds in 1,568 out of the 3,660 cases of the year; and in those cases 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, 234; E. by S. to S. inclusive, 257; S. by W. to W. inclusive, 739; and W. by N. to N. by W. inclusive, 338. Total, 1,568.

As regards the force of the wind at the time at which the disaster occurred, 432 happened with the wind at forces 7 and 8, or a moderate to fresh gale, when a ship, if properly found, manned, and navigated, ought surely to be able to keep the sea with safety; while as many as 1,136 disasters happened when the force of the wind was 9 and upwards—that is to say, from a strong gale to a hurricane.

The accidents to ships in our harbours and rivers alarmingly increased last year, although, curiously enough, the number of total losses decreased by one-third. The numbers are as follows:—Accidents, 1,003, or 182 more than the previous year; total losses, 21, or 10 less than the previous year. Of these accidents 690 were occasioned by collision, 18 by foundering, 222 by strandings, and miscellaneous, 73.

The 1,003 casualties caused the loss of or damage to 1,761 vessels, of which 933 were British sailing vessels, 687 British steam vessels, 106 foreign sailing vessels, and 35 foreign steam vessels. The lives lost in these casualties were, happily, only 19.

As regards the collisions on or near our shores during the year, 44 out of the 686 were between steamers under way; 160 between steam and sailing vessels both being under way; and 76 between steam

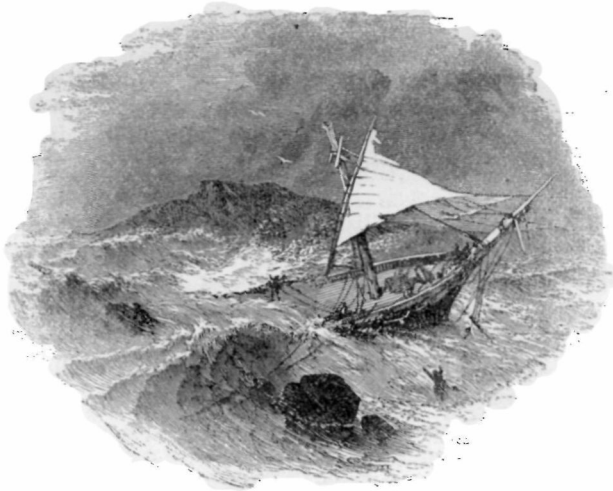
ships under way, and steam or sailing vessels at anchor. Careful attention should be paid to these figures, because it is hard to imagine a more fearful catastrophe than a collision at sea between two large vessels.

The Wreck Abstract again shows a very considerable increase in the number of lives lost during the year. Last year we recorded 984, now we have to report, 1,097. Of these, 319 were lost in vessels that foundered, 77 through vessels in collision, 302 in ships stranded or cast ashore, and 300 in missing vessels. The remaining 99 lives were lost from various causes, such as through being washed overboard in heavy seas, explosions, &c. Of the 235 ships from which the 1,097 lives were lost, 215 were British, involving the

loss of 1,021 lives, and 20 were foreign, causing the loss of 76 lives.

After looking through this terrible tale of disaster and woe, it is most pleasing to consider the great work carried on by the NATIONAL LIFE-BOAT INSTITUTION, whose 274 Life-boats, even during the month of September last, saved 165 lives. It thus unobtrusively presses forward on its grand mission of mercy, more active, if possible, now than at any previous part of its history, and consequently more than ever dependent on the aid and co-operation of the British public. We feel assured that as long as there are shipwrecks on our coasts, and lives to be saved, this noble Institution will not be permitted to lack the help it undoubtedly requires and demands.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



PADSTOW.—The NATIONAL LIFE-BOAT INSTITUTION has recently sent a large Life-boat to Padstow, on the north coast of Cornwall, to take the place of a smaller one forwarded there some years since. The new boat is 34 feet long, 8 feet wide, and rows 10 oars double banked. It is furnished with a transporting carriage, for which a new house has been built in a convenient position in the town. A peculiarity of this Life-boat Station is

that the boat is kept in a house erected in a small cove near the entrance to the harbour, where it can always be readily launched without the help of a carriage. In the event, however, of its having to be conveyed to the shore westward of the Port, it is first taken by water to the town, and then placed on the carriage, kept there in its special house, there being no access by road to the site of the Life-boat house. The whole cost of the Life-

boat Station has been presented to the Institution by R. A. B. PRESTON, Esq. "As a token of his gratitude for having been rescued from shipwreck by the Life-boat *Bradford*, stationed at Ramsgate, when his yacht, the *Arab*, was wrecked on the Goodwin Sands, on which occasion he, his stepfather and seven of the yacht's crew, were rescued from their perilous position by the Life-boat, in conjunction with the harbour steamer *Aid*." In addition to the customary harbour trial in London, this Life-boat was also exhibited and tried in the Serpentine, Hyde Park, when various life-saving apparatus from the International Fisheries Exhibition were tested in the water in the presence of the Jurors and others. The public ceremony in connection with the first launch of the new boat at its Station took place on the 15th August last. The Boat was brought by road from Truro to Padstow, a distance of 24 miles, on its transporting carriage, and on its arrival at Treator, about three-quarters of a mile from the town, it was met by a vast concourse of people who received it with cheers. A procession, led by the band of the 1st D.C.A. Volunteers, was formed and marched towards the town. Next the band came a number of members of the Order of Foresters, then the boat drawn by eight splendid grey horses, all profusely decorated with flowers and flags, and with the crew dressed in their life-belts and scarlet caps, followed by Mr. CHARLES DIBDIN, Secretary to the Parent Institution; Commander C. LA PRIMAUDAYE, R.N., District-Inspector of Life-Boats; Mr. PRESTON, the donor; Mr. C. G. PEIDEAUX-BRUNE, Chairman of the Local Committee; Captain ROBERT KEY, Hon. Secretary; Messrs. S. ALLPORT; W. BISHOP; W. H. DAW; SUSSEX LANGFORD; Captain LANGFORD, and the Revs. R. TYACKE and J. ISABEL (the local committee), the rear being brought up by the children of the Church of England and the Wesleyan Sunday-schools, and a long line of people on foot and in carriages. The boat, under the watchful surveillance of Commander LA PRIMAUDAYE, was driven carefully on its carriage through the narrow and winding streets of the town, which were lined with spectators, to the quay, where the carriage was run into shallow water ready for launching. On the motion of Mr. S. ALLPORT, seconded by the Rev. R. TYACKE,

Mr. PRIDEAUX-BRUNE was called upon to preside. He said he felt great pleasure in being present on the occasion, and he called upon all to give a hearty welcome to the new boat. The Local Committee had ever worked in the strictest harmony with the parent Institution, and he believed they would continue to do so. After making some further remarks, he called upon Mr. PRESTON, who, on rising to formally present the boat to the LIFE-BOAT INSTITUTION, was received with hearty and prolonged cheering. In a brief but exceedingly appropriate address, he presented the boat to Commander LA PRIMAUDAYE, as the representative of the Institution, and the District Inspector then handed it over to the care of the Local Committee. In doing so he alluded to the fact that the Institution was greatly indebted to the Branch Committee, and especially to Mr. PRIDEAUX BRUNE (who for 28 years had acted as Chairman), and to the Rev. R. TYACKE, whose presence there that day augured well for the boat, and who for many years performed so efficiently the duties of Secretary. Mr. PRIDEAUX-BRUNE, in receiving the boat on behalf of the Committee, conveyed their best thanks for the gift, and stated that he felt sure that, although the duties of the crew were perilous, men would never be wanting whenever the services of the boat were required. The School children then sang Admiral WARD's song, *The Life-boat*, to Mr. PURDAY's music, as published in the last number of the *Life-boat Journal*, pages 184-5. The Rev. J. ISABEL afterwards, in a most suitable and impressive prayer, invoked the Divine blessing on the boat, the donor and the crew; after which Miss PRESTON, sister of the donor, performed the ceremony of naming, and said, "I name this boat the *Arab*. May God prosper her services." The boat was then launched amidst ringing cheers, and glided gracefully into the water, the band playing the "National Anthem." It was afterwards rowed to Hawker's Cove, its destination.

In less than three weeks afterwards, viz., on the 3rd September, the Life-boat was successful in rendering its first service to a shipwrecked crew, having safely landed, through a high sea, two of the crew of the schooner *Maria*, of Granville, which had stranded on the Doom Bar Sands.

PORT ERIN, ISLE OF MAN.—On the invitation of the local residents, a new Life-boat establishment has been formed by the Institution at this port in the Isle of Man, making the fifth Life-boat stationed on that island. In addition to being available in the case of disabled vessels driving ashore on the S.W. coast of the Island, or on the outlying shoals, this boat can be used on the south coast, launching from Port St. Mary; and she can also be launched to the northward in a small bay in the direction of Peel. The cost of the Life-boat and equipment has been defrayed from a legacy left to the Institution by the late RICHARD ROBERTS, Esq., of Blackley, near Manchester, and the boat is named the *Ann and Mary of Manchester*. It is of the 32 feet 10-oared class, is provided with a transporting carriage, and was placed on the station with due ceremony on the 28th August last. The boat was drawn from Douglas on its carriage by eight horses, and on arriving at Port Erin was escorted to the shore, a brass band being in attendance. His Excellency the Governor of the Island opened the proceedings in a suitable address, after which the District Inspector of Life-boats, Lieut. TIPPING, R.N., on behalf of the Institution and the donor, requested the Local Committee to take charge of the boat. Dr. R. RATCLIFFE, President of the Branch, tendered the sincerest thanks of the local residents and promised that they would do their duty by the Life-boat. He also felt confident that no opportunity would be lost by the crew of rendering service when required to shipwrecked crews. The Vicar of the Parish, the Rev. F. F. TRACY, having offered up prayer for the success of the boat, the ceremony of naming was performed by Miss RATCLIFFE, after which the boat was launched amidst cheers; and, having first been capsized in the Bay to demonstrate its self-righting qualities, was taken outside the harbour and tried in a good deal of sea, when the crew expressed themselves much pleased in every way with it.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 3rd May, 1883.

His Grace the DUKE of NORTHUMBERLAND, P.C.,
D.C.L., 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 Reports of four of the District Inspectors of Life-boats to the Institution on their visits to the following Stations:—

2. Lynmouth, Watchet, Burnham, Weston-super-Mare, Holyhead, and Llanaelhaiarn.
3. Silloth, Maryport, Ramsey, Douglas (two Boats), Castletown, Kingstown, and Arklow.
4. Anstruther, St. Andrews, Buddon Ness, Broughty Ferry, Arbroath, Montrose (two Boats), Gourdon, Stonehaven, Newburgh, and Cruden.
5. Skegness, Chapel, Donna Nook, Sutton, Mablethorpe, Grimsby, Redcar, Saltburn, Middlesborough, Seaton Carew, West Hartlepool (two Boats), and Hartlepool (three Boats).

Reported the receipt of the following Special Contributions since the last meeting:—

	£	s. d.
Mrs. LANGWORTHY, Manchester, additional	1,000	0 0
JOSEPH ROBERTS, Esq., Mina Road, S.E.	100	0 0
Proceeds of Concert at Northfield Hall, Highgate, on the 5th April, per G. DUCKWORTH ATKIN, Esq.	31	7 10
Royal Antediluvian Order of Buffaloes Life-boat Fund, on account, per Mr. F. GREY	5	0 0
—To be severally thanked.		

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

	£	s. d.
The late THOMAS HEWITT, Esq., of Meole Brace, Salop	500	0 0
The late Miss E. R. CHURCHILL, of Exeter	100	0 0
The late Miss E. F. HENDERSON, of Edinburgh	50	0 0
The late Miss MARY MARR, of Tuffnell Park, N.	19	19 0

The Committee expressed their deep regret at the lamented death of Colonel GEORGE PALMER, who had for upwards of thirty-one years been a member of the Committee of Management of the Institution, and had always taken a warm interest in its welfare.

Colonel PALMER was the eldest son of the late GEORGE PALMER, Esq., M.P. for South Essex, one of the Founders of the Institution, and for many years its Deputy Chairman.

Voted the thanks of the Committee to Mr. JOHN JENKINS and the Rev. J. R. FILLING, for their past valuable services as Honorary Secretaries respectively of the Barmouth and Wells Branches of the Institution.

Decided to form new Life-boat Stations at Barmston, Yorkshire, and Cloghy Bay, Ireland, and to appropriate to those Stations legacies bequeathed to the Institution by the late GEORGE WALKER, Esq., of Southport, and the late Mrs. BRADSHAW, of Reading.

Reported the transmission to its Station of the new Life-boat for Llanaelhaiarn, Carnarvonshire.

Ordered that various works be carried out at the Kingsgate, Saltburn, and Pakefield Life-boat Stations, at an expense of 316*l.* 13*s.*

Paid 1,310*l.* 8*s.* 4*d.* for sundry charges on various Life-boat Establishments.

Voted 40*l.* 2*s.* 6*d.* to pay the expenses of the Caister No. 2, Whitby No. 1, and Montrose No. 1 Life-boats, in rendering the following services:—

	Lives saved.
Brig <i>Spring</i> , of Guernsey	9
Three fishing cobbles rendered assistance.	
Schooner <i>Mary</i> , of Hangesund	6

The Ramsgate Life-boat had rescued the crew of ten men of the barque *Hennig*, of Harlingen, and had rendered assistance to the barque *Galera*, of Glasgow; and the Ramsey Life-boat had saved the flat *Flora*, of Runcorn, and her crew of three men.

[Accounts of some of these Life-boat Services are given on pages 203-209.]

Voted also 38*l.* 10*s.* to pay the expenses of the Broadstairs, Winterton No. 2, and Caister No. 2 Life-boats, in putting off in reply to signals of distress; the services of the boats, however, had not been ultimately needed.

The Stonehaven Life-boat had also been taken out, but her services were not eventually called into requisition.

Voted 4*l.* 10*s.* to six men, for putting off from Cley, Norfolk, in a boat, and rescuing the crew of five men of the schooner *Johanne*, of Faaborg, Denmark, who had taken to their boat, their vessel being in a leaky condition, during a whole gale from the W., on the night of the 27th January.

WEDNESDAY, 9th May.

EDWARD BIRKBECK, Esq., M.P., V.P., in the Chair.

Read and approved the Minutes of the previous Meeting.

Elected Mr. CHARLES DIBDIN, F.R.G.S., Secretary of the Institution, in the place of the late Mr. RICHARD LEWIS, and appointed the Chief Clerk, Mr. W. R. SMITH, Assistant Secretary.

THURSDAY, 7th June.

EDWARD BIRKBECK, Esq., M.P., in the Chair.

The CHAIRMAN reported that Her Royal Highness the PRINCESS OF WALES had forwarded a donation of twenty-five guineas to the Institution, and had signified her wish that her name should be associated with the Life-boat cause.

The Committee expressed their great gratification at the honour thus conferred on the Institution, and unanimously elected Her Royal Highness a Vice-Patroness.

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

Read the Reports of the five District Inspectors of Life-boats on their visits to the following Stations:—

1. Bembridge, Poole, Swanage, Guernsey, Hayling, Brooke, Brighstone, and Selsey.
2. Penarth, Porthcawl, Swansea, Pembrey, Ferryside, Tenby, Milford, St. Bride's Bay, St. David's, Solva, Fishguard (two Boats), Cardigan, Newquay, Aberystwith, Aberdovey, Barmouth, Portmadoc, and Porthdinllaen.
3. Poolbeg, Greystones, Wicklow, Courtown, Cahore, Wexford (two Boats), Carnsore, Tramore, Duncannon, Dungarvan, and Ardmore.
4. Peterhead, Fraserburgh, Whitelink Bay, Banff, Buckie, Lossiemouth, Moray Firth, Thurso, Huna, Stromness, and Longhope.
5. Seaham, Whitburn, Sunderland (four Boats), Runswick, Staithes, Whitby (two Boats), Robin Hood's Bay, Uppang, and Filey.

The Committee accepted, with great regret, the resignation of Admiral WARD, the Chief Inspector of Life-boats, and, desiring to express in the strongest terms their deep sense of his long and valuable services, and his untiring energy and devotion to the work of the Institution, extending over 31 years, bestowed on him their highest honour, viz., the gold medal of the Institution, and invited him to continue a Member of the Committee of Management.

Reported the receipt of the following Special Contributions since the last meeting:—

	£	s.	d.
Mrs. THORNTON WEST, on behalf of Port Isaac and Littlehampton Life-boat Stations (additional)	1400	0	0
G. BUCKSTON BROWNE, Esq., Preston (additional)	200	0	0
Half of net proceeds of HULL MARINE EXHIBITION (per Hull Branch)	95	2	2
RICHARD MALLAM, Esq., Kidlington	20	0	0

—To be severally thanked.

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

	£	s.	d.
The late Miss CATHERINE PATERSON, of Edinburgh	1000	0	0
The late Mrs. F. S. SMITH, of Lisheen, Co. Cork (Stock)	800	0	0
The late GEORGE POOLEY, Esq., of Hadley	600	0	0
The late Mrs. JANE HATTON, of Leamington	100	0	0

The Committee expressed their great regret at the death of Mr. J. A. HARRISON, of Huddersfield, who had for many years been the much esteemed Honorary Secretary of the Huddersfield Branch of the Institution.

Decided, that Life-boat Stations be formed at Newport and Abercastle, Pembrokeshire, and Kilmore, Co. Wexford.

Also that the present large Life-boat at Caister, Norfolk, be replaced by a new one.

Also that various works be carried out at the Jersey and other Life-boat Stations, at an expense of £517 11s. 1d.

Paid £3630 4s. 1d. for sundry charges on various Life-boat Establishments.

Reported that HER MAJESTY THE QUEEN had been pleased to confer the decoration of the Albert Medal of the Second Class on Mr. HENRY HOOD, coxswain of the Seaton Carew Life-boat, in recognition of his gallant services in assisting to rescue the crew of the schooner *Atlas* on the 11th March. The Silver Medal of the Institution was awarded to Mr. HOOD on the 5th April last.

Voted 7l. 6s. 6d. to pay the expenses of the Wexford No. 2 Life-boat in saving the crew, numbering six men, of the fishing lugger *Favourite*, of Wexford.

The Scarborough Life-boat had rendered assistance to the fishing-smack *Wellesley*, of Scarborough, and the Gorleston Life-boat had saved the fishing smack *Falcon*, of Great Yarmouth, and her crew of seven men.

[See pages 207-208 for particulars of two of these services.]

Voted 25l. 0s. 6d. to pay the expenses of the Milford, Courtmacsherry, and Clacton Life-boats, in launching, with the view of rendering assistance to distressed vessels.

The Ramsgate Life-boat had also been taken out, but her services were not required.

Voted the Silver Medal of the Institution to Mr. W. H. ARNOLD, Chief Boatman in charge of H.M. Coastguard at Sandown, Isle of Wight, in acknowledgment of his gallant services in putting off, through a heavy sea, in the station boat with five other men, and saving, at considerable risk, five of the crew of the brigantine *Jeune Gustave*, of Brest, which was totally wrecked off Red Cliff, Sandown Bay, during a strong S.W. gale on the evening of the 10th February.

Also 7l. to the master and crew of the fishing-boat *Good Design*, of Cellardyke, for going out to sea several miles, and saving the disabled fishing smack *Jessie*, of Lerwick, and her crew of five men during a strong gale of wind from the N.W. and a high sea on the 14th April.

Also 5l. to the crew of a yawl belonging to Scratby, Norfolk, for putting off and saving one man from the boat *Three Sisters*, of Scratby, which had been upset during a fresh wind from the N.N.E. on the 1st May.

Also 2l. to the mate and a seaman of the schooner *W. S. Flower*, for putting off in a small boat from that vessel during squally weather on the 9th May, and saving four men from a sailing boat which had capsized and sunk off Branksea Castle, Dorset.

Also 1l. to one of the crew of the Poole Life-boat for rescuing four men from a boat which had been caught in a squall and capsized in Poole Harbour on the 16th May.

Also 1l. to a man for putting off in a boat and saving several persons on the occasion of a boat named the *Mary*, of Errislianna, capsizing off Clifden Quay during fine weather on the 28th April.

THURSDAY, 5th July.

His Grace the DUKE OF NORTHUMBERLAND, P.C., D.C.L., 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 on his recent visits to Ayr, Irvine, Ardrossan, Troon, Aranmore Island, Fleetwood, and St. Anne's.

Also the Reports of the five District Inspectors of Life-boats on their visits to the following Stations:—

1. Worthing, Shoreham, Brighton, Newhaven, and Kingsgate.
2. Abersoch, Holyhead, Llanddwyn, Rhosneigr, Cemaes, Cemlyn, Rhoscolyn, Moelfre, Bull Bay, Penmon. Llandudno, Rhyl (two Boats), and Llanddulas.
3. Youghal, Ballycotton, Queenstown, Courtmacsherry, Valentia, and Tralee.
4. Ackerhill, Dunbar, Berwick, and Hauxley.
5. Flamborough (two Boats), Scarborough, Caister (two Boats), Bridlington, Hornsea, Withernsea, Mablethorpe, and Sutton.

Reported the receipt of the following Special Contributions since the last meeting:—

	£	s.	d.
Trustees of the late HUGH DAVIES GRIFFITH, Esq., of Caerhŷn . . .	1000	0	0
Miss WHITE and E. F. WHITE, Esq., Blackheath (annual subscription)	75	0	0
Lodge of Freemasons, Felix, Aden, Arabia, under the Grand Lodge of Scotland, per D. MURRAY LYON, Esq., Grand Secretary . . .	10	0	0
Collected on board the s.s. <i>Orient</i> , per Capt. HEWISON (additional) . . .	10	0	0
—To be severally thanked.			

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

	£	s.	d.
The late LANDSDOWNE HULL, Esq., of Bromley	1000	0	0
The late Mrs. CAROLINE STEPHENS, of St. Minver, Cornwall	200	0	0
The late Miss F. R. LARWILL, of Lee	100	0	0
The late Mrs. JANET LORIMER, of Huddersfield	50	0	0
The late Mrs. MARY GOLDFINCH, of Plymouth	20	0	0
The late JAMES THURMAN, Esq., of Nottingham	19	19	0
The late Miss ANNE TOLLER, of Saxmundham	19	19	0

Voted the thanks of the Committee to the Rev. CANON CORNISH in recognition of his past valuable co-operation as Honorary Secretary of the Portloe Branch of the Institution.

Decided that various works be carried out at the Aranmore Island, Dunmore, and Margate Life-boat Stations, at an expense of 679l. 8s.

Paid 2230l. 18s. 1d. for sundry charges on various Life-boat establishments.

Voted 5l. 10s. to eleven men for saving, at some risk, three other men whose canoe had

been filled by the sea and capsized off the Blaskett Island, Co. Kerry, during a moderate N.E. wind on the 21st of May.

Also 4*l.* to four men for saving five other men from a fishing-boat which had been swamped off Innishowen Head, Co. Donegal, during a gale of wind from the N.E., on the 7th May.

Also 2*l.* 10*s.* to five men for putting off in a boat from Fleetwood, and saving two soldiers who had taken refuge on a wreck, having been surrounded by the tide while attempting to walk ashore from the North Wharf, on the 19th May.

Also 2*l.* 5*s.* to some men for putting off and saving four persons from a boat which had been capsized off Bulls-mouth, Co. Mayo, during a strong breeze from the N.E., on the 7th May.

THURSDAY, 2nd August.

His Grace the DUKE OF NORTHUMBERLAND, P.C., D.C.L., 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 reports of the five District Inspectors of Life-boats on their visits to the following stations:—

1. Dover.
2. Swansea and Fishguard (two Boats).
3. Greencastle, Portrush, Groomsport, Bally-walter, Tyrella, Newcastle, Castletown, Douglas (two Boats), and Ramsey.
4. Tynemouth (two Boats) and Blyth (two Boats).
5. Hunstanton, Brancaster, Wells, Blakeney, Sheringham, Cromer, Mundesley, Hasborough, Palling (two Boats), Winterton (two Boats), Gorleston, Yarmouth (two Boats), Pakefield (two Boats), Lowestoft, Kessingland (two Boats), Southwold (two Boats), Dunwich, Thorpeness, Aldborough, Harwich, and Clacton.

Captain the Hon. H. W. CHETWYND, R.N., the Senior District Life-boat Inspector of the Institution, was appointed Chief Inspector of Life-boats, *vice* Admiral WARD, resigned.

Commander St. VINCENT NEPEAN, R.N., was at the same time transferred from the Hull to the London District, Commander CARTER, R.N., of the Edinburgh District, taking his place; and Lieut. T. H. WILLOUGHBY BEDDOES, R.N., was elected Inspector of Life-boats for the Edinburgh District.

Reported the receipt through the Manchester Branch of the Institution of 650*l.* from Mrs. LEIGH CLARE, of that city, to defray the cost of a new Life-boat to be named the *Lizzie and Charles Leigh Clare*.

Decided that the best thanks of the Committee be tendered to Mrs. CLARE for her munificent gift, and that it be appropriated to the new Life-boat about to be sent to Cardigan.

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

Two Friends at Blackheath	£ 200
ANCIENT ORDER OF FORESTERS, annual subscription in aid of the support of their two Life-boats.	100

A. HUTCHINSON, Esq., Hereford, and the Misses CHARLOTTE and FANNY HUTCHINSON (additional)	£ 25
WORSHIPFUL COMPANY OF CLOTHWORKERS (additional)	21

—To be severally thanked.

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

The late Miss ISABELLA BEWICK, of Gates-head	£ 1000
The late Captain JOHN HAMILTON, of Greenock (duty free)	50

Voted the thanks of the Committee to the Rev. R. W. CRACROFT, the Rev. P. VYVYAN ROBINSON, WM. COGHLAN, Esq., W. M. PRESTON, Esq., W. M. FLOYD, Esq., and JAMES WATT, Esq., in recognition of their long and valuable co-operation as Honorary Secretaries respectively, of the Lincolnshire, Lizard, Wexford, Anglesey, Sidmouth, and Banff Branches of the Institution.

Decided, on the recommendation of the District Inspector of Life-boats, to form a Life-boat Station at Port Eynon, near Swansea.

Paid 1345*l.* 6*s.* 10*d.* for sundry charges on various Life-boat Establishments.

Voted 23*l.* 10*s.* to pay the expenses of the Blyth, No. 1, and Sidmouth Life-boats in rendering the following services:—

Fishing-boats <i>Charity, Samaritan,</i> and <i>Janet Thompson</i> , of Newbiggin	18
Schooner <i>Hope</i> , of Ryde	4

Lives saved.

The Palling No. 2 Life-boat assisted to save the stranded barque *Khedive*, of Hartlepool, and her crew of 12 men.

[Accounts of some of these Life-boat services are given on pages 204–208.]

Voted also 25*l.* 0*s.* 6*d.* to pay the expenses of the Llanddwyn, Saltburn, Winterton No. 2, and Dover Life-boats in assembling their crews or putting off to the aid of vessels which did not ultimately require their assistance.

Also the Silver Medal of the Institution and 40*l.* to ROBERT ADAIR on his retirement from the post of coxswain of the Ballywalter Life-boat, in acknowledgment of his long and valuable services in assisting in the boat to save 126 lives from different shipwrecks.

Also 10*l.* to thirteen men for putting off in the yawl *Glance*, of Caister, Norfolk, and saving the crew, consisting of five men, of the fishing smack *Zero*, of Grimsby, which was totally wrecked on the Middle Cross Sand during a N.W. wind on the 20th July.

Also 1*l.* 1*s.* to three men for putting off in a coastguard boat from Chapel, Lincolnshire, and saving a man from a boat belonging to Skegness, which had been capsized off Chapel during a strong S. wind on the 9th July.

Also 1*l.* to two men for saving a man from a canoe which had been capsized between Barna and Furlough, Co. Galway, during a N.E. wind on the 4th July.

THURSDAY, 6th September.

L. T. CAVE, Esq., 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 on his visits to Yarmouth, Winterton, Gorleston, Lowestoft, Kessingland, and Caister.

Also the reports of the five District Inspectors of Life-boats on their visits to the following Stations:—

1. Eastbourne.
2. Looe, Fowey, Mevagissey, Portloe, Port-houstock, Newquay, Falmouth, Cadgwith, Lizard, Mullion, Porthleven, Hayle, St. Ives, Padstow, Port Isaac, Scilly, Penzance, and Sennen Cove.
3. Poolbeg, Kingstown, Giles Quay, Howth, and Skerries.
4. Cullercoats, Cresswell, Newbiggin, Alnmouth, Hauxley, Boulmer, Bamborough, North Sunderland, Holy Island (two Boats), Berwick, Eyemouth, North Berwick, Kildonan, and Ardrossan.
5. Sutton, Mablethorpe, Chapel, and Skegness.

Reported the receipt of the following Special Contributions since the last meeting:—

	£	s.	d.
WOLVERHAMPTON BRANCH, in aid of the cost of the new Life-boat for Swansea, the <i>Wolverhampton</i>	306	10	0
WORSHIPFUL COMPANY OF DRAPERS (annual subscription).	31	10	0
Collected on behalf of " <i>Atalanta</i> Life-boat Fund" by Lieutenant WALTER VERNON ANSON, R.N.	15	10	3
BAGUP CO-OPERATIVE STORE, Limited (additional)	10	0	0
—To be severally thanked.			

Also that the late Mrs. SUSANNAH TROWELL, of Cambridge, had left a Legacy of 100*l.* to the Institution.

Voted the thanks of the Committee to THOMAS WEBBER, Esq., of Falmouth, in recognition of his past valuable co-operation, extending over many years, as Chairman and Treasurer of the Falmouth Branch of the Institution.

Also to Mr. ALEXANDER MITCHELL for his long and valuable services as Honorary Secretary of the Campbelltown and Southend (Can-tyre) Branch of the Institution.

Decided that new Life-boats be placed at Exmouth, Devon; Holy Island, Northumberland; and Kessingland, Suffolk.

Also that new Life-boat houses be erected at the North Deal and Mumbles (Swansea) Stations, at a cost of 694*l.*

Paid 217*l.* 3*s.* 7*d.* for sundry charges on various Life-boat Establishments.

Voted 168*l.* 10*s.* 6*d.* to pay the expenses of the Palling No. 2, Montrose No. 2, Porthcawl, Fleetwood, Mevagissey, Swanage, Clovelly, Sel-

sey, Plymouth, Clacton, and Padstow Life-boats in rendering the following services:—

	Lives saved.
Brigantine <i>Flora</i> , of Salcombe	6
Fishing boats in distress off Montrose. Rendered assistance.	6
Barque <i>William Miles</i> , of London	12
Norwegian barque <i>Jenny</i> . Rendered assistance.	12
Smack <i>Bacchus</i> , of Nantes	3
Yacht <i>Thalia</i>	5
Ketch <i>Minnie Flossie</i> , of Milford	3
Barque <i>Tranmere</i> , of Liverpool	13
Norwegian barque <i>Elise</i>	9
Norwegian barque <i>Rome</i>	14
Schooner <i>Maria</i> , of Granville	2

The Tyrella Life-boat brought ashore five fishermen who had boarded the ship *Henry*, of St. John, N.B., and also remained by the vessel during two days and a night.

[Details of most of these Life-boat services will be found on pages 202-208.]

Voted also 147*l.* 11*s.* to pay the expenses of the Redcar, Cemlyn, Cemaes, Tyrella, Newhaven, Fowey, Hastings, Burnham, Bridlington, Montrose No. 1, Harwich, Southend, (Essex), Dover, Clacton, and Ramsey Life-boats, in assembling their crews or putting off with the view of rendering assistance to vessels which did not ultimately require the services of the boats.

Also the Silver Medal of the Institution to GEORGE STROWGER, coxswain of the Kessingland Life-boats, in recognition of his gallant services in those boats since the establishment of the station.

AN EVENING HYMN

FOR THOSE AT SEA IN STORMY WEATHER.

"The waves of the sea are mighty, and rage horribly;
But yet the Lord who dwelleth on high is mightier."
Psalms xciii.-v. 5.

This night, O Lord, we lift our cry to Thee
For those who travel on the stormy sea;
To them, we pray Thee, be in mercy near,
And keep and save them in this night of fear.

How many are the prayers before Thy Throne
To-night, for those now far away from home!
Full many an anxious soul is charged with fear,
Entreating Thee the storm-tossed ship to steer.

Perchance, e'en now beneath the bending mast,
The prayer of agony goes up, "Lord, hold us
fast";

Oh! may that prayer and ours, commingling,
meet,

And find an answer at the mercy-seat.

Thy voice has still its power, just as of old,
And Thou, in Thy hollowed hand the sea can't
hold;

Speak then, dear Lord, once more, if such Thy
will;

Command the angry waters, "Peace, be still."

But yet, O Lord, if such be not Thy will,
In Thy dear hands we leave the loved ones still,
Praying that Thou to each wilt grant the best,
Safe anchorage in the haven of eternal rest.

(Rev.) A. J. SODEN.

ANEROID BAROMETERS.

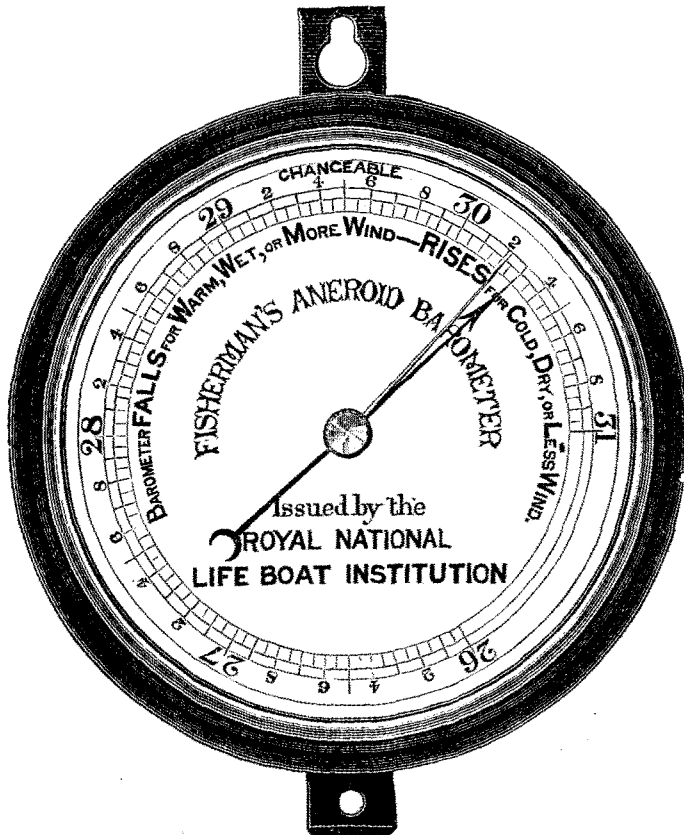


Illustration of the Fisherman's Aneroid Barometer as issued by the National Life-boat Institution. Its Dial or Face, which is enamelled, is five inches in diameter, being half an inch larger than the ordinary full-sized Aneroid; and the Case is bronzed to prevent corrosion.

THE Committee have decided to extend to *poor* Masters and Owners of Coasters, under 100 tons burden, the privilege of purchasing for eleven shillings and sixpence, one-third the retail cost, a first-class Aneroid Barometer, which will be of the greatest use in warning them of the coming tempest. For more than a year this boon has been accorded to Masters and Owners of fishing-smacks; and, judging from the fact that applications have been received for more than

1,200 of these valuable instruments, it appears to have been fully appreciated. The Committee hope that by this means the loss of life which annually takes place on our coasts among the crews of small vessels may be very considerably lessened.

Applications should be made through the Honorary Secretaries of the Branches of the National Life-boat Institution on various parts of the coast.

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.

Chairman—EDWARD BIRKBECK, Esq., M.P., V.P.

Deputy Chairman—Colonel FITZ-ROY CLAYTON.

Services of the Life-boats of the Institution in 1882.

<i>Aigle</i> , brig, of St. Servan..... 7	Fishing boats, of Newbiggin— —rendered assistance.	<i>Nordsternen</i> , sloop, of Hangesund 5
<i>Alert</i> , smack, of Lowestoft— saved vessel and..... 6	Fishing coble, of Holy Island— saved boat and crew..... 4	<i>Ocean</i> , smack, of Cardigan..... 2
<i>America</i> , brigantine, of Quebec... 8	<i>Formosa</i> , yacht, of Carmarthen... 2	<i>Ocean Child</i> , schooner, of Belfast 3
<i>Amity</i> , billyboy, of Goole—ren- dered assistance.	<i>Fortuna</i> , barque, of Arendal... 10	<i>Otto</i> , brigantine, of Hognanas... 9
<i>Amulet</i> , s.s., of Rotterdam..... 21	<i>Gateforth</i> , galliot, of Whithorn —remained by vessel.	<i>Percy</i> , brig, of Riga—saved 3 of crew..... 8
<i>Anapira</i> , schooner, of Kirkcaldy saved vessel and crew..... 5	<i>Gertrude, Gladstone and Shah</i> , fishing boats of the Mumbles— assisted to save vessels and... 9	<i>Persceverance</i> , schooner, of Belfast 6
<i>Andreas</i> , brigantine, of Skjelskes, Denmark..... 8	<i>Glanmania</i> , schooner, of Beau- maris..... 3	<i>Queen</i> , schooner, of Inverness... 4
<i>Arab</i> , yacht, of Poole..... 9	<i>Happy Return</i> , ketch, of Padstow 4	<i>Quick and Gyles</i> , luggers, of St. Ives..... 14
<i>Arethusa</i> , barque, of Liverpool... 10	<i>Harkaway</i> , brig, of Shoreham— rendered assistance.	<i>Rambler</i> , schooner, of Folkestone 4
<i>Argo</i> , schooner, of Copenhagen— rendered assistance.	<i>Harriet</i> , ketch, of Goole—assisted to save vessel and those on board..... 8	<i>Rapid</i> , smack, of Cardigan..... 3
<i>Ariel</i> , brig, of Youghal..... 7	<i>Henrietta</i> , schooner, of London... 4	<i>Reine des Anges</i> , dandy, of Bou- logne—rendered assistance.
<i>August</i> , brig, of Griesswald—ass- isted to save vessel and..... 7	<i>Hope</i> , dandy, of St. Ives—saved vessel and..... 3	<i>Rheinland</i> , barque, of Hamburg —saved two of the crew..... 2
<i>Belle</i> , smack, of Blyth..... 6	<i>Hoppet</i> , schooner, of Helsingborg 7	<i>Rose</i> , schooner, of Carnarvon... 3
<i>Ben & Louisa</i> , boat, of Southwold 6	<i>Iona</i> , schooner, of Padstow..... 5	<i>Ross</i> , barque, of Arendal—saved crew..... 10
<i>Bezhill</i> , schooner, of Shoreham... 4	<i>Irvine</i> , steam tug, of Irvine..... 4	<i>R. W. Boyd</i> , s.s., of North Shields 14
<i>Blue Bell</i> , ketch, of Padstow... 3	<i>Isis</i> , brig, of Whitby..... 1	<i>Rydal Hall</i> , s.s., of Liverpool— rendered assistance.
<i>Bocornoc</i> , smack, of Padstow— assisted to save vessel and... 3	<i>Istwyth</i> , schooner, of Carnarvon 2	<i>St. George</i> , brig, of Maryport... 9
<i>Bon Accord</i> , lugger, of Portknockie 3	<i>Jane</i> , schooner, of Faversham... 3	<i>Saraca</i> , barque, of Glasgow—re- mained by vessel.
<i>Bradley</i> , s.s., of Liverpool—ass- isted to save vessel and crew 15	<i>Jane Annyl</i> , schooner, of Carnar- von..... 3	<i>Sisters</i> , fishing smack, of Gorles- ton—saved vessel and..... 1
<i>British Queen</i> , schooner, of Wex- ford..... 4	<i>Jean Anderson</i> , brigantine, of Dundalk..... 6	<i>Sophia</i> , lighter, of Hull..... 3
<i>Brothers</i> , schooner, of Harwich— rendered assistance.	<i>John</i> , brig, of Hartlepool..... 7	<i>Spider</i> , yacht, of Ramsgate—ass- isted to save vessel and crew 9
<i>Burthen</i> , Norwegian barque... 8	<i>John</i> , barge, of Faversham... 2	<i>Star</i> , schooner, of St. Agnes... 3
<i>Cannore</i> , barque, of Dundee— assisted to save vessel and... 17	<i>John and Ann</i> , schooner, of Run- corn..... 3	<i>Star of Hope</i> , brig, of Newcastle 6
<i>Carolina</i> , barque, of Hernosand— rendered assistance.	<i>John Stenard</i> , schooner, of Aber- ystwith..... 4	<i>Steam Boat</i> , lugger, of Arklow— saved boat and crew..... 4
<i>Catherina Regina</i> , brig, of Riga 8	<i>J. W. T.</i> , schooner, of Truro— rendered assistance.	<i>Storjohann</i> , Norwegian barque, assisted to save derelict vessel.
<i>Centenary</i> , schooner, of Liverpool 4	<i>Kittywake</i> , s.s., of Liverpool... 7	<i>Susannah Dixon</i> , brig, of Whitby 8
<i>Charles</i> , schooner, of Carnarvon 3	<i>Korkinour</i> , schooner, of Beau- maris..... 4	<i>Swift</i> , brig, of Krageroe—assisted to save vessel and..... 8
<i>Commerce</i> , smack, of Cardigan.. 2	<i>Lake Nepigon</i> , s.s., of Montreal. 52	<i>Swift</i> , brigantine, of Rye—assisted to save vessel and..... 5
<i>Concordia</i> , schooner, of Guernsey 6	<i>Laura Ann</i> , schooner, of Faver- sham—rendered assistance.	<i>Thomas and Sons</i> , dandy, of Aberystwith..... 3
<i>Conqueror</i> , smack, of Newburgh 2	<i>Liban</i> , s.s., of Nantes..... 8	<i>Three Brothers</i> , schooner, of Ches- ter..... 2
<i>Consent</i> , schooner, of Sunderland —rendered assistance.	<i>Libra</i> , schooner, of Bockzeteler- fehn..... 5	<i>Venus</i> , barque, of Helsingborg— rendered assistance..... 12
<i>Countess of Caithness</i> , schooner, of Gloucester—saved vessel and 4	<i>Llaethline</i> , schooner, of Newquay 4	<i>Venus</i> , schooner, of Exeter—ren- dered assistance.
<i>Danmark</i> , brig, of Dracor..... 10	<i>Louisa</i> , brig, of Stettin..... 6	<i>Victoria</i> , schooner, of Beaumaris 2
<i>Dazzler</i> , yawl, of Westord..... 6	<i>Margaret</i> , smack, of Cardigan... 2	<i>Vigilant</i> , schooner, of Dundee— rendered assistance.
<i>Drumhendry</i> , s.s., of Glasgow... 2	<i>Martha Jane</i> , smack, of Aber- ystwith..... 3	<i>Volant</i> , schooner, of Wick..... 4
<i>Ebenezer</i> , galliot, of Stavanger 5	<i>Mary</i> , schooner, of St. Ives... 5	<i>Wellington</i> , brig, of Aberystwith 11
<i>Ecuireuil</i> , lugger, of Gravelines.. 5	<i>Mary Anne Jane</i> , smack, of Car- narvon..... 3	<i>Wilhelmina</i> , brigantine, of Exeter —rendered assistance.
<i>Eden</i> , barque, of Liverpool—ass- isted to save vessel and crew 17	<i>Mary Stevens</i> , smack, of Padstow 4	<i>Xanthus</i> , brigantine, of Aberyst- with..... 6
<i>Edmund</i> , Danish schooner..... 7	<i>Mary Wood</i> , brigantine, of Belfast 1	Total lives saved by Life-boats in 1882, in addition to Twenty- three vessels..... 741
<i>Egmont</i> , barque, of South Shields 13	<i>Matin</i> , s.s., of Sunderland..... 16	During the same period the Insti- tution granted rewards for saving lives by fishing and other boats 143
<i>Elizabeth</i> , brig, of Arklow..... 5	<i>Mina</i> , barque, of Kalmar, Sweden 10	Total of lives saved } 884 in 1882..... }
<i>Elizabeth</i> , schooner, of Aberyst- with..... 3	<i>Mornington</i> , brig, of Colchester.. 8	
<i>Ellen</i> , smack, of Milford..... 3	<i>Mosel</i> , s.s., of Bremen..... 27	
<i>Emerald Isle</i> , lugger, of Howth 2	<i>Napier</i> , s.s., of Shields—remained by vessel.	
<i>Erminia</i> , Norwegian barque— rendered assistance.	<i>Newbiggin</i> , fishing coble—saved coble.	
<i>Eugenie Auguste</i> , schooner, of Castletown..... 5	<i>Nimrod</i> , barque, of Liverpool... 18	
<i>Europe</i> , barque, of Bordeaux... 6		
<i>Evening Star</i> , ketch, of Hull— assisted to save vessel and crew 3		
<i>Expedit</i> , brigantine, of Porsgrund 6		
<i>Fanny</i> , sloop, of Fishguard— saved vessel and..... 2		

The number of lives saved either by the Life-boats of the Institution, or by special exertions for which it has granted rewards, since its formation, is 30,271; for which services 97 Gold Medals, 924 Silver Medals and £73,000 in cash have been granted as rewards.

It should be specially noted that the Life-boat crews, excepting when remunerated by the owners of vessels for property salvage services, are paid by the Institution for their efforts, whether successful or not, in saving life.

The average expense of a Life-boat Station is £1,000, which includes £650 for the Life-boat and her equipment, including Life-belts for the crew, and Transporting-carriage for the Life-boat, and £350 for the Boat-house, (average cost). The approximate annual expense of maintaining a Life-boat Station is £70.

Donations and Annual Subscriptions are thankfully received by the Bankers of the Institution, Messrs. COURTS AND Co., 59 Strand; Messrs. HERBES, FAIRHAR, AND Co., 16 St. James's Street; Messrs. HOWARD, 37 Fleet Street, London; by all the other Bankers in the United Kingdom; by all the Life-boat Branches; and by the Secretary, CHARLES DIBBIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, LONDON, W.C.—November 1, 1883.