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THE SELF-RIGHTING LIFE=BOAT.

THE award of the prize of £600 and a gold medal made by her Majesty's Commissioners of the INTERNATIONAL FISHERIES EXHIBITION to the ROYAL NATIONAL LIFE=BOAT INSTITUTION for the "best full-sized Life=Boat, fully equipped, and on a carriage, adapted to aid stranded or wrecked vessels from the shore, in gales of wind, and through heavy broken seas and surf," must have been very gratifying to all interested in and connected with the Society, whether as contributors to its maintenance, or as more actively engaged in the management of its affairs since the self-righting boat was established thirty-two years ago. It should go far to satisfy the first named, that the funds they have entrusted to the governing body have been well and ably administered, if the result is, to find that the description of boat considered by it to be the best and most efficient, is able to carry off, in open competition, a prize large enough to have remunerated any competitor who could have produced a better. To all who have taken any part in the government of the Institution, or are now doing so, it must be equally satisfactory to find the boat they have hitherto adhered to, and which they still hold to be "all round" the most efficient and best adapted engine for the work required of it, holding the proud position of winner in such a race.

It would be unreasonable to expect that this result will change the opinions

of all the opponents to the self-righting boat, because, although "facts are stubborn things," they are not all-powerful.

During the Exhibition we heard many criticisms and statements respecting the Institution's boat, which would have been amusing, had they not been calculated to do mischief, by shaking the confidence of the uninitiated in its value, and consequently by weakening the Institution in the public estimation, crippling its usefulness. One stated to us that "hundreds of them capsized"; another, "Do you call that a Life=boat? It has been the curse of the country that it was ever invented." We were also told, in all seriousness and good faith, that our boats could not pull against wind and sea, and we fear that the old fallacy that because a boat will self-right if upset, she must be equally liable to capsize, is not entirely exploded, our boat still being absurdly called in some parts the "roly-poly."

The Committee appointed in 1850 to examine into and report upon the models sent in to compete for the Duke of Northumberland's prize for the best Life boat, was composed of able and experienced naval officers and naval architects, who formulated for their own guidance the following table of qualities requisite for a good Life=boat.

1. Qualities as a rowing boat in all weathers.

2. Qualities as a sailing boat.
3. Qualities as a sea boat—stability, safety, buoyancy forward for launching through a surf.
4. Small internal capacity for water up to the level of the thwarts.
5. Means of freeing the boat of water readily.
6. Extra buoyancy, its nature, amount, distribution, and mode of application.
7. Power of self-righting.
8. Suitableness for beaching.
9. Room for, and power to carry passengers.
10. Moderate weight for transport along shore.
11. Protection from injury to the bottom.
12. Ballast, as iron, water, or cork.
13. Access to stem and stern.
14. Timber heads for securing ropes to.
15. Fenders, life-lines, etc.

We think this list will recommend itself to any impartial mind, as a moderate and correct general description of the requirements needed to constitute a good Life-boat. It will be obvious to all sailors that the conditions necessary for procuring the greatest amount of some of these qualities, are directly opposed to others of equal importance, and that therefore the outcome, to be of real value, must be a judicious combination of, or rather compromise with, all in their several degrees of importance.

Of course there are modifications to this; for instance, the largest sized boats, such as those at Ramsgate, Deal, Walmer, Harwich, etc., are too large to be propelled by oars in a seaway, therefore the consideration of the first quality loses its great importance, but the eighth quality is equal, if not greater, because some are launched from a beach, and those kept afloat frequently strike the ground, sometimes in the trough of a sea, when crossing a shoal, and must therefore be of light draught of water, and have a flat floor. Again, No. 3, "Buoyancy forward for launching through a surf," as well as No. 7, "Power of self-righting," are

directly opposed to No. 13, "Access to stem and stern." We could, if necessary, enumerate other differences.

To bring these different qualities into harmony with each other has been, so to speak, the office of the self-righting Life-boat, and we think the success which has attended its efforts, can best be demonstrated by showing what it has done, and what are the opinions of those who have worked it, as to its suitableness for its task.

The first self-righting boat was placed on the coast in 1852, and there are now two hundred and fifty-six of them at various stations, belonging to the Institution. Between their first establishment and the 15th of last June, they have been launched for service no less than 4,405 times, and have saved 11,716 lives. In doing this only 36 boats, manned by 447 men, and having on board 35 men rescued from wrecks, have been capsized, out of which 49 of the boats' crews, and 12 of the wrecked men have been drowned. These losses have been confined, however, to 16 of the capsizes, no casualties having occurred in the 20 other cases. The accidents have mostly befallen the smaller classes of Life-boats, none having occurred in connection with the three largest classes. Considering the nature of the seas, and the other risks to be encountered in these services, we maintain that this loss is wonderfully small, and speaks volumes, not only for the qualities of the boats, but also for those of the crews who man them; added to which the fact of no casualty having attended more than half the capsizes, is a very strong argument in favour of the self-righting principle, showing as it does, that when an accident occurs, the boat's righting again immediately, provides a powerful means of rescue to their crews. It must also be remembered, that in addition to the 20 cases in which no one was lost, in 6 cases the number of the boats' crews lost was only one; in 2 cases two; in 3 cases three; in 2 cases four; in 1 case five; in 1 case six; and in 1 case eleven. On

one occasion there were twenty-nine men in the boat, including the boat's crew, the rescued men, and two women, who were both saved, the proportions of the lost being four of the boat's crew, and seven wrecked men. From this it will be seen that in nearly all the 36 cases of boats capsizing on service, a very large majority of the men on board regained them, and in only one instance has the number lost exceeded one half of those in the boat.

One of the questions on the Wreck Service Return is, How did the boat behave? Taking the replies from one year's returns respecting the self-righting boats, we find they are all satisfactory, being worded, "splendidly," "most admirably," "excellently," "exceedingly well," "very well," and "well."

The Institution having, in deference to local feeling, retained at certain stations non-self-righting boats, of more than one type, we think too close a comparison between them and the self-righting boats would be in bad taste, and certainly not gratifying to the men who work the former, and vie with their comrades in the self-righting boats, in the performance of gallant and arduous services in saving life; but we must remind the opponents of the self-righting boats who, although comparatively small in number, are very persistent, and we believe are very fond of quoting the qualities of the non-righting boats against them, that equally good services are performed by the self-righting boats of the same dimensions, with equal success and immunity from casualty, both belonging principally to the large sailing class, whilst the accidents have occurred to the smaller pulling-boats, of which there are very few indeed not self-righting.

It would be Utopian to expect that such a work as that done by the boats of this Institution, could be carried on with perfect immunity from accident, sometimes entailing a sacrifice of life, but we think it cannot be considered excessive, since in thirty-two years only one self-righting boat in every one hundred and

twenty-two launched for service, always in weather more or less bad and when lives were in danger, has been capsized, as well as that, taking an average of ten men to a boat (which we consider fair) only one life in nine hundred of those manning the boats has been lost, whereas eleven thousand seven hundred and sixteen have been saved, during the same period.

We frequently hear of an *uncapsizable boat*, but this, possessing the form indispensable for Life-boat work, we unhesitatingly say has never yet been built, or, we believe, invented. It is true this most desirable quality—we had almost said *perfection*—has been nearly attained in some of the modern racing-yachts, whose stability goes on increasing until they are nearly, if not quite, on their "beam ends," but doing so entails a model quite unsuitable for a Life-boat.

The assertion that the self-righting boat cannot pull against wind and sea, taken in its literal sense, is not correct. The records, without close scrutiny, show sufficient indisputable cases of this having been done, to satisfy any reasonable inquiry, and when it is remembered that considerably more than half the services of the smaller class or pulling-boats are always performed under oars, it is only reasonable to suppose that a close scrutiny and inquiry would find many more instances. This would necessitate the spending of more time than the result would justify, but, in proof of our assertion that such is the fact, we could produce date and details of more than one such undeniable case within the last few years, and only refrain from doing so through the fear of bringing into prominent notice some gallant services, to the injury of the feelings of other crews, who have equally distinguished themselves. At the same time, we do not pretend that these boats can overcome every combination of the elements, nor do we deny that sometimes their efforts to reach a wreck may be foiled, and they driven back by force of wind and sea; but it is very seldom this occurs,

for the failures to succeed in launching and in reaching wrecks do not amount to two per cent.

With such results before them, some people might be inclined to think further advance or improvement very improbable, and not much to be desired, but this is not the case, for although happily the verdict of the jury has been given in favour of the Institution, and shows her position to be what it should, it is quite alive to the

necessity for advancement, and has, since the Exhibition closed, made several important additions to the efficiency of its boats, tending to render, if possible, more undeserved than ever the soubriquet of "roly-poly" before referred to, and at this moment the Committee have under consideration a proposal which will, if its adoption proves practicable, still more tend to increase the efficiency of the Life-boats.

OUR INLAND BRANCHES.

EDINBURGH, LEITH AND GRANTON.

EDINBURGH, the capital of Scotland, is situated near the south shore of the Firth of Forth, nearly 400 miles from London. It is surrounded on all sides, excepting the north, by lofty hills, the town itself standing on three hills or ridges which run parallel to each other from east to west.

At the western extremity of the highest of these hills, on which the old town was originally built, may be seen the Castle, conspicuous on the precipitous rock, towering some 300 feet above the surrounding country.

The origin of the name Edinburgh is traced to the early part of the seventh century, to those happy-go-lucky days when everything was at sixes and sevens, arising from the disturbed condition of the country, created by the numerous battles fought by the rival kings of the Saxon Heptarchy.

It is said the Castle to which we have already referred was the occasional residence of the Northumbrian kings, and that during the time of Anglo-Saxon dominion in Lothian, Edwin, who was reigning chief of Northumberland A.D. 627, gave his name to the locality, which was then termed Edwin's burgh, a designation ever afterwards retained.

From Edwin's time the town slowly and gradually increased in size, until ultimately in the fifteenth century it became the national capital, for no better reason we believe than that security could not be guaranteed elsewhere to the person of royalty and to members of the Government against the designs of the nobility.

With such a stronghold in the vicinity, it is no wonder that the Castle became a frequent residence of the Scotch kings, particularly during the stormy period of the fourteenth, fifteenth, and sixteenth centuries, and out of gratitude for the protection they received from this "City of Refuge," numerous privileges were conferred upon the borough by them. After this time but slight alteration took place in the dimensions or importance of the town until the latter half of the eighteenth century, when considerable extensions were made on the north and south sides, and some magnificent buildings erected; since then it has grown rapidly in size and splendour, and is now one of the finest

cities in the world, renowned alike for its public buildings, institutions, literature, and historical reminiscences.

Owing to the absence of any manufacture on a large scale, Edinburgh has not increased in population in anything like the same proportion as Glasgow and other large manufacturing centres in England; nevertheless it has, by its banking establishments, and the diffusion of capital, contributed in a great degree to the progress made in trade and commerce throughout Scotland.

Of the institutions connected with Edinburgh, it is impossible to pass over without mention that of the University, which has so recently attracted the notice of the whole civilized world. The most distinguished men of all countries, in science, art and literature have only lately assembled within the city to attend the rejoicings on the occasion of the celebration of the Tercentenary of the University, to do honour to the ceremony, and last, but not least, to receive degrees. The festivities were arranged on a scale worthy of the occasion, and of the celebrities collected together.

The romances of Sir Walter Scott have helped to render the city famous, and have given a great impetus to literature. Hardly a street exists which does not recall vividly to the memory some historical events, and all the surroundings appeal strongly to the imagination and feelings of visitors to the neighbourhood, while the Advocate's Library contains the largest and finest collection of books in Scotland.

Edinburgh has long been noted for its educational establishments, the chief of which is the University already mentioned. The numerous free schools, founded and endowed for the maintenance and education of the children of the poor, and the fact that all schools, including the University itself, are open to all (the smallness of the fees putting it in the power of all except the very poor to avail themselves of the opportunities given), present a system that must provoke a thirst for knowledge in every class of the community, a system too that provides in a great measure for the nourishment of the body as well as intellectual food for the

brain, a want much felt in the education of the poor in England.

The Edinburgh, Leith and Granton Branch of the Royal National Life-boat Institution was formally established in March, 1864. Previously to that date subscriptions had been obtained chiefly through the agency of Mr. Geo. Mathieson, manager of the North of Scotland Steam Shipping Company, who had long felt a great interest in the object. Mr. Mathieson having received an appeal from the Committee of the Life-boat Institution, suggesting that more might be done for the cause in the district, convened a meeting of influential citizens of Edinburgh and Leith, and laid the subject before them. The matter was very heartily taken up, and a committee composed of some of the leading citizens appointed, among whom were not a few naval officers holding a high position.

From that time to the present very valuable assistance has been rendered by such distinguished officers as Rear-Admiral Sir Wm. Hope Johnston, Admiral Sir Wm. Ramsay, Rear-Admiral Hay, and last, not least, by Sir Alex. Milne, Bart., Admiral of the Fleet, who has for the last six years kindly acted as chairman of the branch, and has shown the warmest interest in its prosperity.

The Committee having in various ways given information to the public as to the useful and interesting nature of life-boat work, it is not a matter for surprise that the subject became a popular one in the community; this result was in great measure brought about by the kind and valuable assistance of Mr. R. M. Ballantyne, the well-known author, who delivered attractive lectures on the life-boat in various districts of the city, illustrating them by model of the life-boat and the apparatus used in rescuing the perishing from shipwreck. As a natural outcome, it was resolved to provide a life-boat, for which subscriptions were invited; these flowed in from all quarters. The boys of the city gave their willing help, and perhaps the greatest service was rendered by an association of working men. The life-boat was procured and named the "Edinburgh and R. M. Ballantyne," and the ladies of Edinburgh subsequently raised an Endowment Fund on its behalf. The boat was publicly exhibited, and launched at St. Margaret's Loch, December 8th, 1866, in the presence of a concourse of several thousand spectators, and was soon afterwards stationed at Port Logan, a fishing village on the coast of Wigtownshire at the western side of the Mull of Galloway, where it has been instrumental in saving thirty lives from different wrecked vessels.

A very singular coincidence occurred in con-

nection with this life-boat. On the way to its station it was exhibited in Glasgow, Dec. 16, 1866, and among others who went to see the boat was the wife of the master of the barque "Strathleven" of that port, accompanied by her children, who put an offering into the subscription box by the side of the life-boat. Exactly one year after, on the 16th Dec., 1867, the captain's vessel was wrecked on the Wigtownshire coast, and on the morning following he and his crew of fourteen men were rescued by the very life-boat which his wife and children had contributed to support.

Though the presentation of this lifeboat was due almost entirely to the exertions of Mr. Ballantyne, yet the committee of this branch lent to the movement their hearty approval and assistance, and were present at the launch.

An important result of the influence exercised by this Committee has been the receipt of many handsome legacies left by local residents to the Institution, either direct or through the medium of the branch. Among these may be mentioned the following, viz., that by Miss Downie of "Appin" of £1000 for providing a life-boat, to be called the "Appin"; that of Mr. David Hay, of Castle Street, Edinburgh, of £1000, for the establishment of a life-boat on some dangerous part of the coast of Scotland; that of Mr. and Mrs. Peter Forbes of Dunsholt, Fife, the share of whose residue accruing to the Institution amounted to £550; and lastly, that of Mr. Paterson of Edinburgh, the most important of all, who bequeathed the sum of £5657 to be applied to the formation of a fund for relieving the widows and children of men who may lose their lives in the service, and a further sum of £900 for the general purposes of the Institution. The total subscriptions for the past year, together with donations, and two small legacies, amounted to £186 18s. 3d.

The interest thus aroused in Edinburgh was further developed by the International Fisheries Exhibition held in the city during the spring of 1882 for the purpose of exhibiting all articles connected with, and illustrative of the Fisheries of the World, and among other things included a model of one of the Institution's life-boats, mounted on a transporting carriage, with several articles of a life-boat equipment, lent by the Institution for the occasion.

The death of the first Hon. Secretary and Treasurer, Mr. Geo. Mathieson, in 1878, was a severe loss to all friends of the life-boat cause; the Committee are thankful however that in his able successor, Mr. Robt. Sinclair, they have an Hon. Secretary and Treasurer whose heart is thoroughly in the good work, and who unsparringly devotes himself to its promotion.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

CAISTER, NORFOLK.—The large Life-boat on this station, having become through frequent use, unfit for further service, has been replaced by a new boat, which, like the one it superseded, has

been named the *Covent Garden*, in acknowledgement of the handsome collection made each year on behalf of the Institution through the co-operation of the Stewards of the special Life-boat Fund

promoted amongst the tradespeople and others connected with Covent Garden Market. The Life-boat which had thus worn itself out in the performance of its mission of mercy, had, since it was first placed on its station in 1865, been afloat on service 135 times, and been the means of saving no less than 484 lives from different shipwrecks. The new boat, which is 42 feet long and 11 feet 4 inches wide, was built by Messrs. Beeching Brothers of Great Yarmouth. It is constructed on what is termed the "Norfolk" plan, being one of the large sailing-boats to be found on the Norfolk and Suffolk coasts, where they are much appreciated. They have been used at Yarmouth and Lowestoft for more than half a century. The launch of the new Life-boat from the builder's yard at Great Yarmouth on the 3rd of Nov. last, was very successful. A large number of the local residents attended on the occasion, and a deputation from the Committee of the Covent Garden Life-boat Fund, consisting of Messrs. H. R. BUCK, C. DENTON, A. DICKSON, S. J. PALLANT, and J. WEBBER (Hon. Sec.), went specially from London to take part in the proceedings. Mr. WEBBER in suitable terms handed over the boat to the keeping of the Yarmouth and Caister Branch of the Institution. The gift was accepted by the Mayor, who said that the gallant crews who manned the Life-boats at Caister would, he knew from long experience, be always ready to launch the Life-boat when their services were required. The Rev. E. G. H. MURRELL, honorary secretary of the Caister Branch, having offered up a prayer that the blessing of God might at all times attend the boat and its crew, the Mayoress proceeded to name the boat the *Covent Garden*, and the new craft glided into the water in gallant style, amid the cheers of the spectators, after which it was taken round to the Britannia Pier in tow of a steam-tug, and sailed to its station. Although the weather was too fine to test the properties of the Life-boat, the crew were much pleased with its appearance, and their expectations as to its good sea-going qualities have since been fully realised, the boat having been out on several occasions in stormy weather to the rescue of shipwrecked crews, when its behaviour gave every satisfaction to the crew.

CARDIGAN.—The Life-boat station at St. Dogmael's, near Cardigan, has been completely renovated by the NATIONAL LIFE-BOAT INSTITUTION, a new boat, house and slipways having been provided at a large expense. Mrs. LEIGH CLARE, of Broughton, presented, through the Manchester Branch, the handsome contribution of £650 to the Institution on behalf of this station, in memory of her late husband. The boat, which is one of the 34 feet, 10-oared class, is named, in accordance with her wishes, the *Lizzie and Charles Leigh Clare*. It was exhibited in Manchester before being sent to Cardigan, and on the 16th of Oct. last, was publicly named and launched. On this occasion, the boat was manned by a crew from the Blackpool Life-boat Station, and drawn through some of the principal streets of the city by six fine grey horses, which were lent for the day by Messrs. Thompson, M'Kay, and Co. The band of the Ardwick Industrial School accompanied the procession, and the unusual sight attracted large crowds of people all along the route. In the neighbourhood of the Rochdale canal, where the ceremony of naming the boat took place, there was an immense concourse of spectators, who, notwithstanding the inclement weather, crowded the wharfs, canal boats and even the tops of the warehouses. The boat was placed in position, ready for launching, in a part where the canal is wide enough for the purpose. The Rev. E. HEWLETT, one of the honorary secretaries of the Manchester Branch, opened the proceedings with prayer, after which Mr. ROBERT WHITWORTH, one of the honorary treasurers said he had been asked to present that beautiful boat to the Institution on behalf of Mrs. LEIGH CLARE, in memory of her late husband. He felt sure the work which the boat would perform would be a noble one, and one which would amply repay Mrs. LEIGH CLARE for the money she had expended on it. The Manchester Branch had sent a large number of Life-boats to different parts of the coast, and 720 lives had been saved by these boats. This alone was ample recompense for the time and money which had been devoted to the work.

Commander C. LA PRIMAUDAYE, R.N., one of the district inspectors, formally

accepted the gift on behalf of the Institution. The new boat, he said, was intended to replace one given by the Manchester Branch more than twenty years ago, and named the *John Stuart*; it was stationed in Cardigan Bay, and had been the means of saving 53 lives. There were 274 boats under the control of the Institution, nearly all of which had been given by corporations or private individuals. The money needed for the maintenance of the boats and the payment of the crews also, was provided by voluntary contributions. In conclusion, he thanked the people of Manchester for the support they had given the Life-boat Institution during the last twenty years.

Mrs. S. L. HELM then named the boat, saying, "Let this Life-boat henceforth bear the name of "*The Lizzie and Charles Leigh Clare*," and may God speed her in the noble work of saving human life." Mrs. HELM then cut the rope which held the boat upon its carriage, and it glided into the water amid the hearty cheers of the vast multitude of onlookers. The crew rowed about in the canal for some time, and a number of them jumped into the water to give their colleagues an opportunity of illustrating their method of rescuing persons in danger of drowning. The boat was also turned over, in order that its power of self-righting might be seen.

A vote of thanks to Mrs. HELM having been passed, on the motion of the Rev. Canon WOODHOUSE, seconded by Mr. T. HARKER, the proceedings terminated. The boat was afterwards taken by rail to Bristol and thence by water to Cardigan.

On arriving there on the 23rd of October, the boat was tried by its own crew in the presence of a large number of spectators, when its behaviour gave great satisfaction.

MARGATE AND WITHERNSEA.—These stations have been furnished with new Life-boats, bearing the same names as the ones they replaced. The Margate Life-boat—the *Quiver*—is 37 feet long by 9 feet wide, and rows 12 oars, double banked. This boat, as well as the one it replaced, and two others, were presented to the Institution, by the readers of *The Quiver* magazine. The WitherNSEA Life-boat, which is named the *Admiral Rous*, is one of the 34 feet, 10-oared class. The

first boat was given to the Institution by the Victoria Club, as a memorial to the late Admiral Rous.

NEWPORT, PEMBROKESHIRE.—The new Life-boat station which has been formed by the NATIONAL LIFE-BOAT INSTITUTION, at Newport, Pembrokeshire, was publicly inaugurated on Tuesday, the 27th May, last. Great enthusiasm was shown in the town and neighbourhood, the streets of Newport were draped with flags, and a great concourse of all classes assembled on the occasion. The Life-boat is 37 feet long, 8 feet wide, rows 12 oars double-banked, and possesses the usual characteristics of the boats of the Institution as regards self-righting, self-ejecting water, &c., which were fully demonstrated on the occasion of its harbour trial in the Limehouse Canal, London. A very handsome building has been erected at Cwmdewy for the reception of the boat from the designs of the Institution's architect. The cost of the Life-boat and equipment has been defrayed from the "Clevedon" Life-boat Fund, amounting to 500*l.*, raised by Mrs. LAVINGTON, of Belgrave House, Clevedon, and her friends and pupils. It had at first been contemplated that the "Clevedon" Life-boat should be stationed at Clevedon; but after full inquiry by the Institution, it was found that it was quite unsuitable as a Life-boat station, and the Committee then decided to appropriate Mrs. LAVINGTON's collection to the Newport new Life-boat establishment. Mrs. LAVINGTON was unable to be present at the first launch of the Life-boat, and the ceremony of naming was kindly undertaken by Miss BOWEN, daughter of J. B. BOWEN, Esq., of Llwyngwair, the President of the Newport Branch of the Institution. On the afternoon of the 27th May, a procession was formed at the Cross, Newport, consisting of the Mayor, the Rev. JAMES JENKINS in his robes, representative deputations from the Ivorites, Odd Fellows and Foresters, bearing their regalia and decorated with scarves, and the volunteer crew of the Life-boat in blue jerseys and red caps. Accompanied by the Newport brass band the procession marched to Llwyngwair and escorted Mr. and Miss BOWEN to the Life-boat house, their carriage being drawn into the town by the boat's crew. The pro-

ceedings were commenced by a speech from Commander LA PRIMAUDAYE, R.N., District Inspector of Life-boats to the Institution, in which he explained its object and working, and concluded by formally transferring the management of the new Branch to the Local Committee. Mr. BOWEN, in reply, tendered a hearty welcome to the Life-boat, and requested the Inspector to convey their best acknowledgments to the Institution, and their gratitude to the donor of the Life-boat, the gift of which was very much appreciated by the locality. Dr. HAVARD, Chairman of the Branch, spoke in similar terms. Prayers were then offered up by

the Rev. EVAN JONES, Rector of the Parish, and, after the singing of some Welsh hymns, Miss BOWEN ascended the platform which had been erected, and performed the ceremony of naming by dashing the customary bottle of wine at the bows of the boat and naming it *The Clevedon*. The Life-boat was then launched into the sea, amid much cheering, and the coxswain and crew were instructed in its management and the use of the gear by the District Inspector. The boat appeared to meet with general approval. The sister Life-boat from the adjoining station, Fishguard, was brought over by its crew, to welcome the new comer.

PRESENTATION TO THE MONTROSE LIFE-BOATMEN.

(From *The Dundee Advertiser*, 21st April, 1884.)

FOR years past the Montrose life-boat crews, by their readiness at all times to proceed to sea to the rescue of the wrecked, and the success which has at all times attended their labours, have earned for Montrose the reputation of being, so far as means for saving life are concerned, one of the best equipped ports on the British coasts. Some days ago Mr. JAS. WARRACK, the energetic Hon. Secretary of the Montrose Branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, received from the Parent Society two beautifully executed addresses, in chaste oak frames, for presentation to the coxswains of the two life-boats; and, on Saturday evening, 19th April, a public presentation of these took place in the Mission Hall, Ferryden. The Rev. Dr. MITCHELL, who presided, in opening the proceedings, referred to the interest they all took in the efforts of the life-boats. Of course, many of those present could take no active hand in those efforts, but they followed them with their sympathy and their prayers. (Applause.) On the occasion of the last of these efforts they all felt deep anxiety. He supposed that for many years they had not been without public worship in the village unless on that Sabbath Day; but God was preaching a sermon to them upon the seashore. He was very glad that the effort was successful in rescuing the lives of those who were in danger. (Applause.) He was sorry that on the present occasion little more than half of the life-boat crews were able to be present. David Duncan, coxswain of the *Mincing Lane*, was away in Lerwick, and others were out at sea.

Mr. WARRACK said he was glad to be present as the local representative of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. That Institution had been in existence now for 60 years, and had been the means of saving about 30,000 lives, and it had over 270 life-boats around the coasts of Great Britain and Ireland. It was about thirteen years since the Institution placed

a life-boat at Montrose, and he had had the pleasure of acting as Hon. Secretary for eleven years. (Applause.) It had been a matter of great satisfaction to him to have had to deal with the life-boat crews in the happy and harmonious way that he had always met them. They had ever mustered promptly at the call of danger. (Applause.) He questioned if there was any life-boat station in the kingdom that, during the last ten or twelve years, had been so uniformly successful in saving life. He had been looking over the records of the station during the time his connection with it had subsisted, and would briefly refer to several points. The first attempt to save life with the new boat—an attempt made before the present organization was adopted—was on a dark and stormy night in December, when a vessel named the *Hermes* came ashore. Several attempts were made to save the lives of the crew, but they failed. That sad occasion, he thought, impressed upon them all the necessity for having more perfect and thorough arrangements, so as to have the most prompt muster of the crews, and never to hesitate in sending out the life-boat when there was the least risk of loss of life. The result had been that during the last twelve years the life-boats had saved every life they went out to save, with the exception of two men lost off a schooner some years ago, who were too frightened to leave the vessel, although the then coxswain, William Mearns, had the boat almost below the falling masts before he left the ship. These men were lost not through fault of the life-boat crews, but from their own delay in trying to get into the boat. The only other occasion on which a life had been lost, was at the wreck of the steamer *Norma*, when a poor lad went down to the cabin for his jacket, and who, on the life-boat returning to take him on board, lost his hold, and was drowned. He (Mr. Warrack) had looked carefully over the records, and found

that there had never been an attempt to save life on that coast during the last dozen years that had not been successful. (Applause.) That was due to the gallantry of the men, and their willingness at all times to muster, and to the fact, that they had two life-boats—the larger one suitable for going out to sea, and the smaller one for launching off the beach; and, whenever there was any fear of lives being lost, he never hesitated to send out both boats, often at great expense—expense being no object compared with the certainty that, humanly speaking, they had done all they could to save life. (Applause.) During the period he had referred to—apart from the valuable services rendered by the boats to fishing boats overtaken by sudden storms—there had been saved by the life-boats 203 lives. From March of last year to March of the present year, no less than 50 lives had been saved—23 last year, and 27 the present year already. (Applause.) The Institution watched carefully the proceedings of all their life-boats, and they marked the efficient stations, and the efficient boats. Seeing that 50 lives had been saved during the past year, and a proper representation of the gallant services rendered by the boats on the Sunday evening referred to by the Chairman, they wrote down expressing their admiration of the successful efforts of the Montrose boats in saving life, and, after corresponding with him, had decided to express their approval in the shape of votes of thanks inscribed on vellum. All present would understand that it was impossible for the Institution to have sent a separate vote to each individual member of the two crews; but, though only the names of the coxswains had been inserted, he hoped that the crews would understand that the votes of thanks were intended for them all, and that there was no first boat and second boat, but that they were both on an equal footing. Mr. Warrack then read the vote of thanks, in the shape of an extract from the minutes of a meeting of the Parent Society, signed by the President, His Grace THE DUKE OF NORTHUMBERLAND, the Chairman, Mr. EDWARD BIRKBECK, M.P., and the Secretary, Mr. CHARLES DIBDIN, and which was as follows:—“Resolved that the thanks of the ROYAL NATIONAL LIFE-BOAT INSTITUTION be presented to Mr. DAVID DUNCAN, coxswain of the Montrose life-boat, *Mincing Lane*, in recognition of the good service in saving life from shipwreck which he and his crew have rendered—especially on the occasion of the rescue of four men off the s.s. *Mayflower*, of Glasgow, on the 9th of March, 1884.” (Applause.) The other (Mr. Warrack stated) was couched in the same terms with the exception, that the name of JAMES WATT, coxswain of the *Roman Governor*, was inserted. He (Mr. Warrack) dared say that none of them would grudge their respective coxswains the honour of having their names inserted in the testimonials of the approval of the Institution of the services of crews and coxswains alike. (Applause.) He often wondered how it was that they had so many life-boat services, and saved so many lives at Montrose compared with other places. Montrose stood in a “set,” and when a south-

easterly gale came away vessels driven past the Firth, or those coming from the eastward, got embayed off Montrose, and almost to a certainty came ashore in the bay, or at the harbour mouth. They would all recollect the sad week some three years ago, when thirteen vessels were wrecked in one storm, between Gourdon and Usan; whilst of the crews of those which came ashore on the Montrose Sands almost every life was saved, hardly one was saved of those which went ashore about St. Cyrus, or the rocks at Usan and Gourdon. During a south-easterly gale on their exposed coast, the life-boat crews had always to be on the watch, and to be prompt, and that was one reason, he thought, how they saved so many lives, for he believed there was no life-boat station on the Scotch coast, that could show anything like the same record. (Applause.) He did not say that the crews were braver than their fellow-fishermen, but they knew how to do their duty, and they never hesitated to undertake any risk. It would not do on the occasion of a wreck for him to say to the coxswain, “You are to go out and save that crew,” if the coxswain saw that it was impossible to do so; but he had never seen them hesitate to do whatever was required. (Applause.) Three times out of eight they were out at sea before he knew of the wreck, or at least before he got down. It was exceedingly gratifying to him that the presentations had come, as they showed the appreciation that the Institution had for the Montrose life-boats. (Applause.) He read a letter from Coxswain David Duncan, expressing his regret at not being able to be present; and, in handing over the testimonials to Coxswain James Watt and one of the crew of the *Mincing Lane*, the Chairman said he was sure they would be an encouragement to them all to do their duty in the future, as they had done in the past. (Applause.)

Coxswain JAMES WATT, in returning thanks on behalf of the crews, said that although he could “crack awa’” at the end of the house—(laughter)—he felt very awkward when he stood up and saw so many faces before him. He was very thankful for the vote of thanks from the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and the crews were very proud to have earned the appreciation of the Institution by their services on that Sunday night in the early part of March. It would give to them a deeper interest in their arduous, but very blessed work. (Applause.) As they all knew, it was very arduous work. It was when storms and tempests raged that they had their work to do. On the occasion to which Mr. Warrack had referred, when two men were lost, he could say from experience, that it was one of the most difficult and dangerous pieces of work ever accomplished by the life-boats at Montrose. He had been in the life-boat for years now, but that was the severest job he ever had on hand. He was second to William Mearns at the time, and it was hard work saving the two men that were saved. One was taken off the vessel; the other had been washed overboard, and was picked up from amongst the surf. (Applause.) But, as he had said, it was a very blessed work, for, as they had heard that night, the life-boats

had saved hundreds from a premature and watery grave. Had it not been for the *Mincing Lane* he would not have been standing there that night; he would have been in the eternal world years ago. She saved his life, and that was how he took such an active part in life-boat work. (Applause.) Many years ago the Ferryden boats went to sea one morning—a moderate sort of morning, with no sign of danger, but there came on such a storm as he supposed had not been seen since. All the boats got in but four, and he was on board one of them. The storm continued to rage, the night was coming on, and he could tell them that there was some thought then. Coming for the harbour mouth, they did not think that the sea was so heavy as it was on the bar, and if it had not been for the life-boat coming out, they must have been lost. He must give credit to William Mearns and his crew for their bravery in mustering and going out to save life. (Applause.) Twenty-four of them came ashore that night in the *Mincing Lane*, and but for her not one of them would have been present that night. (Applause.) He must say a word on behalf of their old friend Mr. Warrack. (Applause.) He was the right man in the right place. That other occasion—three years past the 6th of March—was a very difficult one. On the previous Saturday night they had saved the crew of a Welsh schooner. On the Sunday morning they were engaged in saving the perishable cargo of the vessel—he did not know if they had much credit by that work—when a brig hove in sight making for the harbour. Mr. Warrack at once gave orders to knock off work, get on their cork jackets, and man the life-boat, and pull to the river-mouth. They did so, but it was a difficult operation getting to the river-mouth. The steering gear of the vessel having given way she drove ashore in the bay, and David Duncan at once crossed the Annat bar, where a very heavy sea was running. He (Coxswain Watt) did not say there was any occasion for that; but he was afraid that the other life-boat, which had been launched from the beach, might not manage to save the crew. Both boats pulled alongside, and after a deal of labour the crew were got off by the smaller boat. Just after that hard struggle a steambot drove ashore, and, tired and exhausted as the crews were, they went and saved her crew also, with the exception of the lad who went back for his jacket. He concluded by again returning the thanks of the crews to Mr. Warrack and the Institution. (Applause.)

A choir under Mr. Wishart having sung in fine style a piece written by Admiral Ward in praise of the life-boat,

Mr. JAMES JOHNSTON, on the call of the Chairman, addressed the Meeting. He said it was a long time since he was at a meeting of the Life-boat Committee, although he was a member. It was long since he told Mr. Warrack that he was so perfectly satisfied with the work of the life-boat men and with Mr.

Warrack that unless wanted for any special occasion, he would leave the work to him, for there had never been one in Montrose who had excelled Mr. Warrack in his management of the life-boat work, and, for that matter, never would be. (Applause.) He (Mr. Johnston) should be very glad indeed if some more tangible proof of the esteem in which Mr. Warrack was held was given by the community, the fishermen, and the directors of the Parent Institution. It would come some day. (Applause.) He would say without fear of contradiction that there was not in Scotland, Ireland, England, or—he would take a wide range—in the whole world, a more energetic, enthusiastic, or faithful Secretary of any life-boat station than Mr. Warrack—so much so that his Committee had nothing to do. (Laughter and applause.) When the other members heard the rocket fired they knew that the life-boat was being launched, and that Mr. Warrack was there. (Applause.) He had known him, while suffering from severe illness, leave his home and go down to the beach on an exceedingly stormy day when a wreck occurred. He was not flattering Mr. Warrack—he was speaking from what he had seen, and what every one knew. (Applause.) After referring to the gratifying statistics of the work of the past twelve years, Mr. Johnston went on to say that it was not always so. Prior to that there was a continual worry and disagreement about the life-boat. The men were not allowed to launch the boat when thought necessary. They had to go and rouse somebody out of his bed, that “somebody” had to give the order for the boat being launched, and by the time the red tape was exhausted precious lives had been lost. He knew there were. Give the fishermen of Ferryden the power to launch the boats when they saw necessity, and there would be no trouble. When complaint was made in the *Dundee Advertiser* some years ago about the conduct of the crew at a port which he need not name, it was found that the defect lay with the management of the station, not with the crew. When a younger man he had wrought in Montrose Bay. He knew something about what it was like in a heavy gale, and he often trembled when he thought of the risks run by the life-boat crews; but for the last twelve years, with one solitary exception, there had not been a single man lost off the boats. (Applause.) Then they ought to remember that many of the crews had suffered from the arduous work. The two Mearnses carried marks of the Montrose life-boat, and would carry them to their graves. It was not all done for nothing. (Applause.) After giving a graphic sketch of a wreck he witnessed some years ago, Mr. Johnston concluded by referring to the harmonious way in which Mr. Warrack and the crews had wrought together for twelve years. (Applause.)

Several appropriate hymns having been sung and the usual votes of thanks given, the interesting proceedings were brought to a close.

SERVICES OF THE LIFE-BOATS OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION—*continued.*

BRIGHSTONE GRANGE, ISLE OF WIGHT.—The *Worcester Cadet* Life-boat was launched at 8.20 P.M. on the 3rd January, 1884, signal guns of distress having been heard in the direction of the "Atherfield Ledge" rocks during a thick fog and a heavy ground swell. On arriving there it was found that the four-mast steamer *Duke of Westminster*, of London, 3800 tons, had gone on the rocks. She was bound from Brisbane and Colombo to London with a general cargo, and had on board 21 pas-

sengers and a crew of 103 persons. The whole of the passengers were taken into the Life-boat and landed at Grange Chine, after which the boat returned to the ship to bring off the crew if necessary. She remained by her about three hours, when, finding that her services were not required, she returned to her station.

On the evening of the 5th January a mounted messenger from the officer of Coast Guard arrived at Brighstone Grange and requested that the Life-boat might

again proceed to the stranded steamer. The boat was accordingly launched at 6.15, went to the vessel, and in three trips took off 52 men, and safely landed them at Atherfield.

WEXFORD, IRELAND.—At midnight on the 4th January, during a very strong gale from S. by E., a light was observed from a vessel which was apparently ashore in South Bay. The crew of the No. 1 Life-boat *Ethel Eveleen* were at once summoned, and the boat was launched, and proceeded over the bar. By this time the light had disappeared, but the Life-boat continued cruising about until day-break, when the crew observed the schooner *Jenny Lind*, of and for Wexford, from Newport, stranded on the south end of the Dogger Bank. With much difficulty they were successful in rescuing the crew, consisting of four men, the sea making a complete breach over the wreck at the time. The boat then returned to its station in safety, after being absent for nearly ten hours.

At midnight on the 11th February it was reported that a schooner, which proved to be the *Egmont*, of and for Cork from Cardiff with a cargo of coal, was riding with only one anchor close to "Holden's Bed." Her crew were said to be on board the schooner *Rapid*, of Wexford, having abandoned their vessel in a sinking condition. A strong gale from the S.W. by S. was blowing at the time, accompanied by a heavy sea. The *Civil Service* No. 1 Life-boat went to her assistance in tow of the steam-tug *Ruby*, and found that there was no one on board, and that the vessel had 6 feet of water in her hold. The Life-boatmen did their best to save the schooner, and the tug returned to Wexford, taking the crew of the vessel off the *Rapid*, and brought out another anchor. The *Rapid* was then re-moored, and the Life-boat remained in charge of her until 1 o'clock the following afternoon, when it was thought prudent to leave her, as she was leaking very much, and the weather was very bad. The Life-boat, therefore, pulled for shore, and was beached at Rosslare.

MONTROSE.—Information was received at about 8.15 A.M. on the 5th January that a large steamer was ashore abreast of Kinnaber, about three miles north of

Montrose. A strong gale from S. by E. was blowing, with rain, and there was a heavy sea on the bar. The No. 1 Life-boat *Mincing Lane* was promptly launched, and reached the vessel, which was the s.s. *Lock Ness*, of Dundee, bound from Libau to Leith with a cargo of grain and hemp. The heavy seas were breaking right over her, and her crew of 18 men were therefore taken into the Life-boat and safely landed. The steamer floated again after the greater part of her cargo had been jettisoned.

Information was brought to the Life-boat Station at 7.30 A.M. on the 18th February that a schooner was ashore close to the new entrance of the North Esk River, about 3½ miles N., in Montrose Bay. The Life-boatmen were at once summoned; the No. 2 Life-boat, *Roman Governor of Cæsar Hân*, was taken out on her transporting carriage, and as horses had not then arrived, the crew and helpers hauled her along so as to avoid delay. The horses overtook them, however, when about half way, were harnessed to the carriage, and the boat arrived abreast of the vessel at about 8.45. She was then launched, reached the stranded schooner, which was found to be the *Christine*, of Svendborg, bound from St. Petersburg to Aberdeen, with a cargo of crushed bones, and her crew consisting of 5 men were rescued.

On Sunday evening, 9th March, at about half-past six o'clock, the pilots on the look-out discovered a small steamer to the S. of the harbour. A heavy gale from S.S.E. was blowing at the time, and the sea was rapidly increasing. The Life-boat crews were promptly summoned, and the No. 1 Life-boat *Mincing Lane* put off to the assistance of the vessel, which proved to be the *May Flower*, of and from Glasgow for Montrose, with coal. Shortly before the Life-boat reached her she was driven to the north of the Annat Bank, where she struck. The boat pulled across the end of the bank, dropped down to the steamer on her starboard side, and got fast to her. The sea was so heavy, and the steamer rolled so much, that the crew of the Life-boat had to make four attempts before they could rescue the first man, but they bravely continued their efforts until the crew of 4 men were taken into the Life-boat. In effecting this rescue, the boat was filled five times by the heavy seas, six of her oars were broken, and she

was lifted as high as the steamer's rail, and dashed against it, damaging her bow. Attempts were now made to pull the boat to sea, but she was so disabled that it was found impossible to do so, and she drove on an outlying bank on the north side of the Annat Sands. The coxswain and one of the crew then had lines secured to them, and made two attempts to reach the shore; on the second occasion they were met by a man from the shore with a rocket-line, by means of which they got the boat's hawser ashore, and the boat with those on board were hauled about halfway across the sands. The boat had to be left, however, as the tide had begun to make, and was rushing in. The No. 2 Life-boat *Roman Governor of Caer Hân* was launched at 7.15, when it was observed that the other boat was in danger; but it having been ascertained that the wrecked crew had been taken into the *Mincing Lane*, she went as near as possible to the south side of the bank until that boat was seen to be pulled on the bank. Both crews were occupied until nearly midnight in getting the No. 1 Life-boat into the river in a very heavy surf, all hands being thoroughly drenched. The No. 2 Life-boat subsequently rendered assistance to the steamer which beat up on the beach and was afterwards floated off.

In addition to the customary rewards, the thanks of the Institution, inscribed on vellum and framed, were presented, through the coxswains, to the crews of the Montrose Life-boats, for the good services they have so frequently rendered in saving life, especially on the occasion of those above-mentioned. (*Vide p. 412.*)

LONGHOPE, ORKNEY.—During a terrific gale from W. by S. at about 10 A.M. on the 20th January, a steamer was observed apparently in distress. The *Dickinson Edleston* Life-boat went to her assistance, and found that she was the s.s. *Ben Avon*, of Aberdeen, bound from Liverpool to Dundee in ballast. She had lost her propeller, and had anchored in a dangerous position. The Life-boat returned ashore, and telegraphed to Thurso for a steam-tug, which proceeded to the vessel and towed her to Longhope.

WINCHELSEA, SUSSEX.—On the 23rd January at 3.45 A.M. the *Frances Harris* Life-boat was launched in reply to signals

of distress, and made for the place where the signals had been last seen, about four miles E. of the Life-boat Station, but nothing could be seen of any wreck. She then anchored for a time, until a vessel was descried to leeward, when the anchor was at once got up, and the Boat proceeded to her. On arriving at the spot it was found that she had sunk, and that the crew of 7 men were clinging to the rigging. With great risk and difficulty, a very heavy sea running at the time, a line was passed to the poor fellows, and they were taken into the Life-boat. About an hour before the Life-boat arrived, the master of the vessel was unfortunately drowned, the deck-house, in which he had taken shelter, having been washed away. The vessel proved to be the brig *Silksworth*, of Sunderland, bound from Fécamp to Blyth in ballast.

NEWBIGGIN, NORTHUMBERLAND.—On the 23rd January the Newbiggin fishing-boats went to the fishing-ground at 4 A.M. A severe gale from the S.E. sprung up in the forenoon, and at 12.15 it became necessary to launch the Life-boat *William Hopkinson of Brighthouse*, which assisted several of the endangered boats to return to the shore. In the absence at sea of the regular crew the boat was mostly manned by the old men of the place, the former coxswain, PHILIP JEFFERSON, taking command. They were afloat about five hours, and were much exhausted, being drenched by the heavy seas breaking over them.

The barque *Leonar*, of Hamburg, bound from that port to the Tyne with salt, went ashore on the Spittal Point Rocks, south of Newbiggin, at about 1 A.M. on the 22nd February, during thick weather and a rough sea. In reply to her signals of distress the Newbiggin Life-boat went to her assistance, got out a kedge anchor, and remained by the ship ten hours, until the tide rose, when, with the help of two steam-tugs, she was got afloat.

On the 3rd March fourteen of the Newbiggin fishing-boats which had ventured out, being overtaken by a strong wind and a high sea, were in great danger. At 11 A.M. the Life-boat was launched and rendered valuable assistance to the boats, all of which reached home in safety.

ARBROATH.—Shortly before 1 P.M. on the 23rd January the *People's Journal*

No. 2 Life-boat was launched, during a strong gale of wind from the S.S.E., accompanied by hail and rain, with a high sea on the bar, to the assistance of a number of fishing-boats which had been overtaken by the storm, and were in danger of being swamped. The Life-boat was pulled outside the bar, and remained in attendance until the boats had reached the harbour in safety.

TENBY, SOUTH WALES.—The ketch *Sarah Jane*, of Bridgwater, was observed to be flying a signal of distress in Caldy Roads during a whole gale from the W. at 2.30 P.M. on the 23rd January. The Life-boat *Carolina Morris's Divine Rescue* went to her assistance, and after beating off for nearly three hours through a heavy sea found that she was dragging her anchors, and that her crew of 3 men wished to be brought ashore; they were therefore taken into the Life-boat. As the boat was leaving this vessel a signal of distress was shown by the smack *Ellen*, of Newport, lying in the roadstead. The Life-boat pulled to her, and found that she also was dragging her anchors. Her crew of two men were, at their request, taken on board the Life-boat, and all were landed at Tenby at 6 o'clock.

On the 26th January the coxswain of the Life-boat observed a smack showing signals of distress during a storm from the S.W. The Life-boat was immediately launched, and on reaching the vessel found her to be the *Margaret Alice Dale*, bound for Milford with coal. She was dragging her anchors, and the sea was making a complete breach over her; and had the wind continued, she would probably have been driven ashore. Her crew of two men were taken into the Life-boat, and landed at Tenby at 4 o'clock.

During a whole gale of wind from the S.W. on the 10th February the Life-boat was launched at 5 P.M., and proceeded to the schooner *Richard Cobden*, of Swansea, bound from Briton Ferry to Freeport, U.S., with coal, which was flying a signal of distress in Caldy Roads. She had parted one anchor and was dragging the other, and at the master's request five of the Life-boat's crew went on board and put out kedge anchors, and after this was accomplished the Lifeboat brought ashore the vessel's crew, consisting of 5 men. On the following morning the weather mode-

rated, the crew were taken off to their vessel by a shore-boat, and she was brought into Tenby harbour.

COURTMACSHERRY, Co. CORK.—The Life-boat *City of Dublin* put off at 3.30 P.M. on the 23rd January during a gale of wind from the W., signals of distress having been shown by the schooner *Hebe*, of Cork, bound from Newport to Bantry with a cargo of coal. On reaching the vessel it was found that she had parted one chain, and was in great danger. The Life-boat ran out two warps and anchors, which placed the vessel in safety, and, the gale having moderated, the boat returned to the shore at 6 o'clock, with the captain's son on board.

MARYPORT, CUMBERLAND.—During a furious gale from the N.W. and a heavy sea on the 23rd January, the Norwegian barque *Alma*, bound for Maryport with a cargo of pitch-pine, was at anchor in a dangerous position, and made signals of distress. At 9.30 P.M. the Life-boat *Henry Nixon No. 1* put off to her assistance in tow of a steam-tug, and found that the crew had cut away the topmasts, and were anxious to be brought ashore. They were accordingly taken into the Life-boat with some difficulty, caused by some of the masts and spars being over the side of the vessel, and landed at Maryport. At daylight the weather had moderated, and the Life-boat and steam-tug took the men back to the vessel, which had, fortunately, held to her anchors.

HOLYHEAD.—At 6.30 A.M., on the 24th January, the *Thomas Fielden* Life-boat proceeded in tow of the steam-tug *Royal Saxon* to the assistance of the steamer *Carleon*, of Cardiff, which had dragged her anchor and stranded in Holyhead Bay during a very heavy gale from the N.W. The tug having towed the boat within half a mile of the steamer, the hawser was slipped, and she ran down alongside the stranded vessel and took on board the crew of 17 persons, 3 passengers and 3 dogs. She then pulled to windward, was taken in tow of the tug again, and all hands were landed in the Old Harbour at 10.15 A.M. The boat, with 36 persons on board, is said to have behaved very well in the heavy sea she had to encounter.

Signals of distress were seen in the bay at 3 A.M. on the 20th February. The Life-boat was launched, and proceeded to the barque *Eboe*, of Liverpool, bound from that port for Africa with a general cargo; she had 6 feet of water in her hold, and only the mate was on board. Signals were made for a steamer, and the vessel was taken to a place of safety. The wind was blowing a heavy gale from the S.S.W., and the sea was rough.

WATCHET, SOMERSETSHIRE.—Lights were observed to the northward of the harbour, during a strong wind and a heavy sea, early on the morning of the 24th January. The *W. H. G. Kingston* Life-boat was launched at 7.30, proceeded under sail to the ship *Allegiance*, coal-laden from Cardiff, and found that she required tugs, as she had lost her sails, and was rolling heavily. The master of the vessel sent a message ashore by the Life-boat, and, the gale having moderated, the ship rode in safety until the arrival of a tug from Cardiff, which took her away during the following night.

PORTMADOC, CARNARVONSHIRE.—At 8 A.M. on the 24th January, a vessel having been observed on the S. side of the bar during a strong W.N.W. wind, the *John Ashbury* Life-boat put off, and with some difficulty got alongside the vessel, which proved to be the barque *Naab*, of Moss, Norway, bound from Liverpool to Valparaiso with a cargo of coal. She had been thoroughly disabled by the gale, and had stranded about two miles S. of the Black Buoy. The master and 5 of the crew got into the Life-boat, and were put ashore. The remainder of the crew, however, refused to leave the vessel, which subsequently drove in-shore, so that on the weather moderating they were able to land in a pilot-boat.

HARWICH.—At 5.30 P.M. on the 24th January, the *Springwell* Life-boat was launched in reply to signals from the Gunfleet Lightship. She sailed to her through a rough sea, and was informed that there was a vessel on the "Heaps," a part of the Gunfleet Sand, bearing S.W. by W. The Life-boat proceeded in that direction, but had to bring up on the sand, as there was a head wind and a contrary tide. She laid to until 3 o'clock

on the following morning, and at about 7 o'clock boarded the vessel, which was the barge *Jessie*, of Rochester, with a cargo of stone. She had lost all her sails and steering-gear, and had been abandoned by her crew. The Life-boatmen rigged up temporary steering-gear, and then towed the vessel into Harwich Harbour, arriving there at about 1 P.M. Whilst alongside the barge two of the Life-boatmen were washed overboard, but clung to the sail and were pulled on board again.

DEAL.—Signals were observed at about 9 P.M. on the 26th January in the direction of the Brake Sand, and the Gull Lightship also sent up rockets. A strong W.S.W. gale was blowing, accompanied by a heavy sea. The crew of the *Mary Somerville* Life-boat were at once summoned, the boat was launched, proceeded to the Brake Sand, and found the brigantine *Edina*, of Liverpool, bound from London to Pernambuco with a general cargo, lying near the sand. She had been in collision with a large ship, and had lost some of her crew, six of them having jumped on to the other vessel at the time of the collision, one of whom was killed between the two vessels, while others were missing. Some of the Life-boatmen went on board the vessel, worked all night at her anchors, which had fouled, and took her into Ramsgate Harbour on the following morning.

BROADSTAIRS.—The Life-boat *Samuel Morrison Collins* was launched at 10 P.M. on the 26th January to the assistance of the brig *Guide*, which had been in collision in the Downs, and had lost both her anchors. The wind was blowing a strong gale at the time, and there was a heavy sea. A lugger was hired to supply the vessel with anchors and chains, and with the aid of a tug she was taken to Ramsgate Harbour.

RAMSGATE.—The *Bradford* Life-boat, and the harbour steam-tug *Vulcan*, went out at 10 P.M. on the 26th January in response to signals of distress, during a strong S.W. gale, passed through the Cudd Channel and spoke the sloop *Venus*, of Guernsey, bound from London to Guernsey with cement, with a crew of 3 men on board; she had lost her anchors and chains, and asked for assistance; three of

the Life-boatmen accordingly boarded her, and sailed her into Ramsgate Harbour.

The Life-boat and tug then proceeded to the barque *Herrington*, of Whitby, which was burning blue lights, and as she also required help, five Life-boatmen were put on board, and she was taken in tow by the steamer. In going through the Cudd Channel the barque took the ground and remained fast, but she subsequently floated again, and was taken into the harbour at 10.30 on the following morning. She was on a voyage from Shields to St. Ubes with a cargo of coal, and carried a crew of 8 men.

RAMSGATE AND BROADSTAIRS.—At 2.30 A.M. on the 11th April, during a strong N.N.E. wind and a heavy sea, the Goodwin and Gull Lightships fired signals. The Ramsgate Life-boat *Bradford*, and the harbour steam-tug *Aid*, as well as the Life-boat *Samuel Morrison Collins* stationed at Broadstairs, put off and found the s.s. *Skandinavian*, of Gothenburg, ashore on the North Sand Head, Goodwin Sands. The services of both boat's crews were engaged to try to get the vessel afloat. Some of the cargo was thrown overboard, an anchor and chain were got ready to carry out, and at 10.30 the steam-tug passed her tow-rope to the vessel's quarter, and began to tow her. She continued towing until 12.15, when the tug *Anglia* of London arrived, and having been also engaged to assist, she attached her hawser, and both tugs towed until 1.45, and succeeded in altering the position of the vessel; then finding no further use in towing any longer as the tide was falling, the hawsers were slipped, the *Vulcan* backed towards the vessel, took an anchor on board, and towed it out in an easterly direction. During low water more of the cargo was thrown overboard, and at 11.30 P.M. both tugs again took hold of the vessel and towed her, while those on board hove on the anchor. At 12.30 she came afloat, and was then towed to Gravesend and moored at the buoys at 12.45 P.M. During the time she was ashore she struck very heavily, damaging the after part of her hull to such an extent, that the after-compartment was full of water, and the rudder so much damaged that she could not steer. The ship was bound from Gothenburg to Bordeaux with a cargo of iron, deals, and paper pulp, and

had a crew of 14 men and 2 women on board.

CLACTON-ON-SEA.—The *Albert Edward* Life-boat was launched at 2 A.M. on the 27th January, during a heavy S.S.W. gale, signals of distress having been shown by a vessel, which had stranded about a mile and a half to leeward of the Gunfleet Sand. She was found to be the s.s. *Hawthorn*, of, and for, London, bound from the North with coal. At the master's request three of the Life-boatmen were left on board the steamer to help to throw some of the cargo overboard, and the boat returned ashore and telegraphed to Harwich for a steam-tug. On the Life-boat again arriving at the vessel, it was found that she had backed off the sand; the three Life-boat men were therefore taken into the boat, and she returned to her station.

Shortly before 1 P.M. on the 17th April a brig was observed on the Swin Middle Sand. No distress signal could be seen, but the dangerous position of the vessel was considered sufficient to warrant the launching of the Life-boat. The *Albert Edward* therefore put off, and proceeded under double-reef canvas, through a heavy E. gale, to the vessel, which proved to be the *Thorley*, of Hartlepool, coal laden. Her hull was under water, and she was fast breaking up, and evidence of the hurried departure of the crew, for she had been abandoned, led the Life-boatmen to suppose that they had left in their own boat, and had been picked up by a passing vessel. The Life-boat then proceeded towards the Middle Light, but seeing no signal she returned to her station.

At about midnight the Coastguard reported that rockets were being fired by the Maplin Light, and afterwards signals from the Swin Middle were seen. The Life-boat again proceeded out under double-reef sails, with a heavy E. wind and a high sea, to the Lightship, and found that the crew of the *Thorley*, consisting of 8 men, had taken refuge there, and were anxious to be brought ashore. With much difficulty they were got into the Life-boat and brought safely to Clacton, arriving there at about 10.15. The brig, which was 104 years old, quickly became a total wreck.

PENARTH.—A bright flare light was seen in the roadstead at 1 A.M. on the

27th January, during squally weather, the wind blowing from W. and N.W. The *Joseph Denman* Life-boat proceeded in the direction of the light, and fell in with the brigantine *Juan de la Vega*, of Corunna, bound from Sado to Cardiff with a cargo of pitwood. She was in tow of a steam-tug, and in charge of some Cardiff hobblers. The coxswain and two of the crew of the Life-boat went on board, and the boat remained alongside until 8.30 A.M., when she returned ashore, the vessel having anchored in the Upper Pool to await docking.

SOUTHPORT, LANCASHIRE.—Shortly before 12 o'clock on the night of the 26th January, during a heavy gale from the W.N.W., rockets were fired, and a bright light was shown by a vessel in distress. With the utmost speed the crew of the *Eliza Fernley* Life-boat were summoned, horses were obtained, and efforts made to launch the boat, but owing to the darkness and the violence of the wind, which drove the sea to a fearful height and dashed the spray in all directions, this was a work of considerable difficulty. The six horses harnessed to the carriage were unable to get it into the angry sea, and refused to go sufficiently deep to permit of a launch; the crew also lent their aid, but all to no purpose. The men, besides being wet to the skin and shivering with cold, had to stand the fury of two or three terrific storms of hail. In response to the lights sent up by the vessel, the coxswain of the Life-boat fired four rockets. Additional horses having been obtained, the Life-boat was eventually got afloat, and proceeded on her mission of mercy. Notwithstanding the fatigue of the early part of the night, the Life-boatmen worked with a will, forgetting all their difficulties in the one desire to rescue those in distress. The wind was by this time terrific in its fury, and some of the gusts were of such fearful violence that they almost overturned the boat. She behaved splendidly, and after the crew had worked until they were almost exhausted, the anchor was cast. At about a quarter past 12 the boat again headed for the ship, which was high and dry on the Horse Bank, and as the sea had gone down considerably with the abatement of the wind, the endeavours to pull to the bank were successful; the shipwrecked

men made for the Life-boat, and were taken on board. The boat at once made for the shore, her arrival being anxiously waited for by thousands of people who thronged the promenade and pier, and who greeted the crew with cheer after cheer. The stranded vessel proved to be the Norwegian barque *Björnstjerna Björnson*, bound from South Carolina for Liverpool with a cargo of cotton and phosphor guano, having on board a crew of 10 men and a pilot.

At about 11 o'clock on the following morning the Life-boat again put off to the assistance of the barque *Nereus*, of Liverpool, bound from Barrow-in-Furness to Queensland with a cargo of steel rails. Her cargo had shifted during severe gales, and while trying to receive a tug's hawser she came into collision with her, both vessels being damaged. She then endeavoured to make for Barrow, but, finding that impossible, she made her way for Liverpool. When close to the Bar Lightship she was taken in tow by a steamer, and afterwards took a pilot on board. Just over the bar the wind suddenly shifted, and blew so strong that the steamer could not tow the vessel against the tide and wind; the pilot then ordered the vessel out to sea, but she became unmanageable, and, after drifting about for a long time, she fired rockets. The Life-boat with much difficulty, being repeatedly driven back from the vessel just as she was nearing her, eventually succeeded in rescuing her crew of 24 men and a pilot, and brought them safely ashore.

GIRVAN, Ayrshire.—A bright light was seen from Ailsa Craig on the evening of the 28th January, and as it was understood to be a signal for help, the *Sir Home Popham* Life-boat was launched, and after a hard struggle of seven hours against an adverse wind and heavy sea, reached the Craig. It was found that no vessel was in distress, but that one of the only two men resident on the island had, by the violence of a storm, been blown over the Craig, and had been severely injured. The Life-boat crew took the poor man into their Boat and landed him at Girvan, where medical attendance was promptly obtained for him.

CAISTER, NORFOLK.—At noon on the

30th January the No. 1 Life-boat *Covent Garden* put off to the assistance of the schooner *Sarnian Gem*, of Guernsey, bound from Guernsey to London with stone, she having apparently lost all her sails. The Life-boat boarded her in the Wold, and found that she had lost both her anchors in the Downs and had her sails split. The services of the Life-boatmen were offered and accepted, and a steam-tug having been procured, the vessel was towed to a place of safety.

Large flares were seen in the direction of the Cross Sand at 5.30 A.M. during a fresh breeze from the S.W. on the 1st February, and the Cockle Lightship fired guns and rockets. The No. 1 Life-boat was promptly launched, sailed to the sand, and found the schooner *Mizpah*, of Dover, ashore there. The Life-boat remained by the vessel until she floated, when her assistance not being required she returned to her station.

FISHGUARD, PEMBROKESHIRE.—In response to a signal of distress hoisted by the smack *Three Sisters*, of Cardigan, bound from Aberporth to Swansea in ballast, the No. 2 Life-boat *Helen of Foxley* proceeded to her assistance at 11.30 A.M. on the 2nd February. A fresh gale from the N.E. was blowing, accompanied by a heavy sea, and as the smack's crew, consisting of 3 men, were afraid that the vessel would go down at her anchors, they were taken into the Life-boat and brought ashore.

The barque *Maxima*, of Swansea, bound from Cardiff to Valparaiso with a cargo of coal, showed a signal of distress at 7.45 P.M. on the 21st February during a gale from the S.W. and a rough sea. The No. 2 Life-boat went to her assistance, and found she was on her beam ends, her cargo having shifted. It transpired that on the previous night, when about thirty miles W. of the Smalls, she encountered the full force of the hurricane then blowing; her decks were completely swept fore and aft; her compasses, boats, &c., were carried away, and her sails were much torn. The second mate unfortunately fell from the topsail-yard and was lost, and several of the crew were injured and incapacitated. At the request of the master, three of the Life-boatmen were put on board the vessel to assist the disabled crew.

Soon after midnight on the 28th Feb-

ruary, during a fresh gale from the S.E. and a rough sea, the Coastguard watchman reported that a vessel was burning signals of distress in the roadstead. The coxswain of the Life-boat immediately assembled his crew, who launched the No. 1 Life-boat *Sir Edward Perrott*, and found that the signals were shown by the smack *Rapid*, of and for Cardigan, from Milford, with a cargo of culm. She had entered the roadstead under close reef canvas, and anchored about half a mile to windward of the smack *Topaz*. Both her anchors were let go, and all possible chain was given, but she drove right across the bows of the *Topaz*, and coming in contact with that vessel's chain, the *Rapid* started her rudder case, and began to leak badly. After getting clear, it was found impossible to keep her afloat. Her crew of 3 men were therefore taken into the Life-boat and safely landed, the vessel soon after going down.

CARDIGAN.—During a gale from the S.W. on the 9th February the schooner *Alexander*, of Beaumaris, bound from Port Dinorwic for Carmarthen with a cargo of slates, ran for Cardigan Bay, and brought up off the Black Rocks outside the Bar. She was watched during the night, and on the following morning the wind suddenly shifted to the N.W. during a very heavy snow-storm, the sea running exceedingly high. The vessel was riding by two anchors, with all cable out, and the master, fearing that she would either go down or part her cables, hoisted signals of distress, in reply to which the *Lizzie and Charles Leigh Clare* Life-boat put off at about 11.30 and brought ashore the crew of 4 men. There were a large number of people on the cliffs watching the performance of this service who were loud in their praises of the behaviour of both Boat and crew.

GROOMSPORT, Co. DOWN.—At 1.30 P.M. on the 12th February in reply to signals the Life-boat *Florence* proceeded to the aid of the steamer *Emily*, of Sunderland, which had stranded on the Bridge's Reef during a moderate W.S.W. wind. 5 of the crew were taken into the Life-boat, which then returned ashore, the remainder of the crew refusing to leave the vessel, and some Coastguardsmen also remaining on board her. 4 of her crew had pre-

viously been landed by a pilot boat. It blew a very heavy gale from S.S.W. all day with rain and wild squalls, the sea being very wild and broken, and at 7 P.M. a flash light was shown from the ship, and the Life-boat again proceeded to her, and brought ashore the captain, mate, and two men.

MOELFRE, ANGLESEY.—On the 12th February a very heavy gale from the S. by W. was experienced, and a large fleet of steamers and sailing craft took refuge

in the bay. The storm increased in fury, and the schooner *Elizabeth Anne*, of Carnarvon, and another schooner hailing from Runcorn, both laden with salt, came in collision, and were in great danger of sinking each other. The *Lady Vivian* Life-boat put off at 5 P.M. through a very high sea, and succeeded in saving the two schooners and one man who was on board the *Elizabeth Anne*. Such was the force of the wind and sea that it was quite an hour before the Life-boat could reach the entangled vessels in order to render assistance.

THE LIFE-BOATS OF THE UNITED KINGDOM.

LIV. BULL BAY (Anglesey) The *Curling*, 34 feet by 7½ feet, 10 oars.

“READER, have you ever been at Plymouth?” asks the versatile Captain Frederick Marryatt in opening one of the happiest productions of his fertile pen, and thus introduces his reader to a description of scenery in land and water, unsurpassed in beauty by any bit of coast on the fair shores of the south of England. Reader, we venture to ask, have you ever been at Bull Bay, on the coast of Anglesey?

If you have you will not fail to go there again; if you have not and want to enjoy quiet rest in a charming sea-side retreat, pack up your kit and go there. Bull Bay as yet is not disfigured by a promenade, no brass band disturbs its calm repose, no touting carriage drivers worry the visitor with their offers to take him to see disappointing sights, and no bathing machines mar the primitive simplicity of its quaint rock-enclosed beaches. It possesses instead a bold coast line, composed of grey rocks of the Cambrian age, which vary in tint with every change in the weather or the conditions of light; a sea whose blue transparency may with truth be said to rival that of the favoured Mediterranean; hills, which although treeless, possess much beauty; and a climate which may well be envied by the healthiest of British watering-places. The bay is a “deep sea with music in its roar,” when northerly winds rouse it into movement, but during the summer months when the

prevailing winds are from the south and west it forms a placid sheet of water, where boating and fishing and pleasant diversions are safe, and where sea-going craft of all kinds, including Liverpool pilot boats and tug boats, anchor in perfect safety. The neighbouring cliffs and hills afford fine exercise for the pedestrian, while the bracing air refreshes and invigorates him for a daily change of direction and scenery. The geologist here finds an extensive field for study in the gnarled rocks which are now an enigma to the most distinguished votaries of his science; the mineralogist will find much to interest him in the neighbouring mines; the botanist cannot fail to discover specimens both interesting and rare, and those who care to examine marine flora and fauna will be provided with abundant occupation in the many rare and curious specimens which occur along the coast and on the sea-bottom. The little hamlet is inhabited by an honest, hardy and industrious race of fishermen, whose families have dwelt in it for centuries, in fact no one can tell how long, and whose simple manners and broken English tend to complete the primeval character of the spot. That element, however, which Dr. Johnson insisted on as essential to the true beauty of a scene, forms a prominent feature in the landscape. There is a good hotel, which has for a flag-staff the main yard of the “Royal Charter,” and a small inn, both of which furnish comfortable accommodation; while several cottages and farmhouses receive visitors during the sea-side season. So much for

the little bay as a pleasant resort for holiday seekers. We have to regard it from quite another aspect. That sea so calm and tranquil in summer, is often by the combined action of strong currents and northerly winds lashed into waves of such size and violence as to render the navigation of the coast extremely perilous. The huge Atlantic steamers, which during fine weather closely shave the shore, then cautiously give the rocks a wide berth; and the audacious little Liverpool pilot boat, possibly among the finest and best manned craft on the seas, keeps clear of the rocks and numerous islets, and watches under storm sails the shifting wind, while keenly scanning the horizon for a homeward bound liner.

On such a coast, as may be imagined, the wrecks have from time to time been frequent.

Local traditions tell many a tale of wrecks and losses of life, and a complete history would probably form a narrative of disasters and efforts to save imperilled lives as interesting and thrilling as any of those books recounting adventures, shipwrecks, and dangers at sea which have ever possessed such a charm for the boys of England.

There is hardly a headland or a creek which has not been the scene of wreck and loss of life, hardly a sunken rock which has not been fatal to some noble vessel, and not a hill which has not witnessed the foundering of a fine ship and the loss of her crew.

The primitive churchyards of the coast furnish many a distressing story of the early end of poor fellows, who during dark nights and terrific storms have been hurled, drowned and battered upon the rugged shore. One tombstone tells how a mother bewails the loss of her only son, a sailor-boy; another in a little churchyard, perched some hundreds of feet above the sea on a vertical cliff, recounts the loss of a crew of nineteen men; and a monolith in another records the death by drowning of upwards of four hundred souls on one wild October morning. Many are the sad tales these simple records tell.

We have not the means of ascertaining the precise spot where that event occurred which inspired Milton with the lines:

“Where were ye, Nymphs, when the remorseless
 deep
 Closed o'er the head of your lov'd Lycidas?
 For neither were ye playing on the steep
 Where your old bards the famous Druids lie,
 Nor on the shaggy top of Mona high,
 Nor yet where Deva spreads her wizard stream?”

but judging from corroborated tradition, we are inclined to believe that Lycidas was drowned at a place known as Porth-y-Packet, on the south coast of Bull Bay, one of the most rugged parts of a dentiform sea barrier. In those days most of the traffic by sea to Ireland was carried on from Chester, then a more important port than Liverpool, and as the traditional narrative alluded to relates that a packet, taking a large number of passengers, including some soldiers and several men of distinction, from Chester to Dublin, was lost at this point of the coast about the time of the drowning of Milton's friend we think the event the poet deploras must have happened here.

To the east, off Puffin Island, on the 17th of August, 1831, occurred the loss of the “Rothsay Castle,” an event commemorated in a Welsh ode, which secured for the author at Beaumaris Eisteddfod the honour of receiving a medal from the late Duchess of Kent, and our present Royal Patroness Her Most Gracious Majesty, then Princess Victoria. To those who know the Welsh language the following extract will prove an analogue of portions of Byron's shipwreck:

“Colchai'r tonnau'r Rothsay'n ddrylliau
 A'u hergydau trwm rhwygiadol;
 Cipio degau gyda'r darnau,
 Wnae y tonau anghytunol.”

Years afterwards came the burning of the “Ocean Monarch” close upon the same scene, and although “she sprang no fatal leak, she ran upon no rock,” yet the sad and terrible occurrence is still spoken of as a dire event in the traditional wreck-lore of the coast. The wreck chart of the coast has always been heavily marked with black, but it remained for the deplorable end of the “Royal Charter,” to attract special attention to the dangerous nature of this part of the shores of our islands. Since that memorable shipwreck, in which upwards of four hundred lives were lost, the NATIONAL LIFE-BOAT INSTITUTION has supplied no less than six new boats in the vicinity of the spot,

and in pursuance of a constant desire to secure for its fleet of boats the highest efficiency and the latest improvements of structure, Bull Bay has now been furnished with a new Life-boat, generously presented to the Institution by Miss CURLING of Denmark Hill, the Committee being fully convinced that the crew, which have never yet failed in their duty, will use to their full extent the powers of the boat now confided to their care.

Reader, if we have succeeded in securing your attention, let us advise you to go to Bull Bay, see the new boat, go out boating on the smooth expanse and swim in its crystal water. You will see the finest ships in the world passing to and from Liverpool, and the boat-house of the Life-boat Institution erected on a site presented by the Marquis of Anglesey. Above all, if you have a spare coin fail not to deposit it in the box inserted in the door. Time was when

“Schwimme wer schwimmen kann,
Wer zu plump ist geh' unter”

was the prevailing misanthropic notion, but now we have all happily discarded that selfish maxim.

Humanity demands mutual aid, and your mite may help to save a drowning sailor.

We cannot close our yarn, however, without telling you how many good services have been rendered the Life-boat cause by the inhabitants of Bull Bay, and more especially by Mr. T. FANNING EVANS of Mona Lodge, who for the past eleven years has energetically and ably managed the affairs of the station, and who has deservedly earned for himself in the vicinity a popularity which any one might envy.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

THURSDAY, 3rd January, 1884.

Colonel FITZROY CLAYTON, 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. Guernsey, Hayling Island, Bembridge, Brighstone Grange, and Brooke.
2. Porthcawl, Penarth, Rhyl (two Boats), Llandudno, Penmon, Holyhead, Llanddwyn, Cemlyn, and Rhosneigr.
3. Douglas (two Boats), Castletown, Ramsey, Arklow, Courtown, Cahore, Wexford (two Boats), Carnsore, and Duncannon.
4. Huna, Eyemouth, Holy Island (two Boats), Newbiggin, Cullercoats, and Blyth (two Boats).
5. Mablethorpe, Sutton, Donna Nook, Skegness, Chapel, Yarmouth, Gorleston, Caister (two Boats), Winterton (two Boats), and Lowestoft.

Reported the receipt of 1000*l.* from H. M. HARVEY, Esq., of Launceston, to defray the cost of a Life-boat Station.

Resolved that the best thanks of the Committee be conveyed to Mr. HARVEY for his munificent gift, that it be appropriated to the Penzance Life-boat Station, and that the new Boat be named the “Dora,” in accordance with his wish.

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

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

£

The late Miss M. A. Thorne, of Exeter
(duty free) 100

Resolved, that a new Life-boat be sent to North Sunderland, Northumberland, in lieu of the present Boat on that Station, and that its cost be defrayed from the legacy left to the Institution by the late Miss ISABELLA BEWICK, of Gateshead, for a Life-boat to be named the “Thomas Bewick,” and stationed on the coast of Northumberland.

The Committee expressed their deep regret at the lamented decease of W. H. ECKERSLEY, Esq., who had for many years been the valued Honorary Secretary of the Maryport Branch of the Institution, and directed that the expression of their sympathy be conveyed to his widow in her great affliction.

Paid 505*7*l.** for sundry charges on various Life-boat Establishments.

Voted 194*l.* 13*s.* 6*d.* to pay the expenses of the Life-boats at Holyhead, Rhyl No. 2, Scarborough, Kingstown, Skegness, Grimsby, Fraserburgh, Lytham, and Brooke, in rendering the following services:—

	Lives saved.
Schooner <i>Dorothy and Mary</i> , of Carnarvon	4
Schooner <i>Lady Stuart</i> , of Chester	2
Schooner <i>London</i> , of Hastings	5
Two Kingstown Fishing-boats	6
S.S. <i>Victoria</i> , of Gocle	4
Schooner <i>Margaret</i> , of Carnarvon	4
Schooner <i>Baroness Strathspey</i> , of Portsoy	2
Barque <i>Mermaid</i> , of Carliff	23
Steamer <i>Castle Craig</i> , of Liverpool	31

The Newhaven, Ramsgate, Caister No. 1, Lowestoft, Portrush, and Arklow Life-boats had also rendered the following services:—

Barque *New Brunswick*, of Brevig, assisted

to save vessel and cargo: s.s. *Boudicca*, of Shields, brought ashore crew of 24 men from the Tongue Light-ship; barque *Zelos*, of Grimstad, assisted to save vessel and crew, 10; brig *Clara*, of Dublin, assisted to save vessel and 7; schooner *Swift*, of Rye, rendered assistance; trawler *Magic*, of Hull, assisted to save vessel and 5; s.s. *Shelligs*, of Glasgow, helped to save vessel and 16; and Italian barque *Marina Benvenuto*, rendered assistance.

[Full particulars of these Life-boat services are given in the last Annual Report.]

Voted 41*l.* 1*s.* 2*d.* to pay the expenses of the Llanaelhaiarn, Caister No. 1, Kingsdowne, Margate, Donna Nook, Kirkcudbright, Moray Firth, Poolbeg, Maryport, Southport, St. Anne's, Blackpool, Ramsey, Brightstone Grange, Saltburn, Palling No. 2, Brancaster, Grimsby, Girvan, Wexford No. 1, Courtown, Penmon, Carnsore, Poole, and Porthdinllaen Life-boats, in assembling their crews, or putting off in reply to signals of distress shown by vessels which did not ultimately require the services of the Boats.

Voted 20*l.* to the crew of the Salvage Life-boat *Refuge*, of Gorleston, for saving the crew, consisting of two men, of the sloop *Freedom*, of Boston, which was wrecked on the Cross Sand during a strong wind from the N.N.W. and a high sea, on the 12th December.

Also 5*l.* to the master and crew of the steam-tug *Ayr*, of Ayr, for saving the crew of two men of the sloop *Princess Royal*, of Ayr, during a strong gale and a very high sea, on the 12th December.

Also 3*l.* 15*s.* to three Coastguardmen and two fishermen for putting off in the Coastguard Life-boat, at Mulroy, Co. Mayo, and saving the crew of five men of the schooner *Mediterranean*, of Aberystwyth, which had stranded in Downing's Bay, during a strong gale of wind from the N.W. and a very heavy sea, on the 5th November.

Also 3*l.* 12*s.* to the Coxswain and Second Coxswain of the Girvan Life-boat and ten other men, for saving by means of lines the crew of nineteen men of the barque *East*, of Liverpool, which was wrecked at Ardwell Point, during a violent gale from the N.W., on the 12th December.

Also 3*l.* to four men for taking a boat a distance of eight miles along the coast, and then launching it through a heavy sea, and saving the crew of three men of the schooner *Mary and Jane*, of Dumfries, which had been blown out of Balcary Bay, Scotland, and wrecked on the 12th December.

Also 2*l.* to eight men for rescuing four men from a fishing boat, which was capsized near Molranny, Co. Mayo, during moderate weather, on the 9th October.

Also 2*l.* to four men for putting off in a boat and saving the crew of four men of the schooner *Percy*, of Newcastle, which was totally wrecked off Huna, Caithness-shire, during a gale from the N.W., on the 10th August.

THURSDAY, 7th February.

His Grace the DUKE OF NORTHUMBERLAND, P.C.,
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 West Hartlepool, Tynemouth, Cullercoats, Anstruther, Crail, St. Andrew's, Auchencairn, and Clacton.

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

1. Selsey.
2. Rhoscolyn, Cemaes, Bull Bay, Moelfre, Llanddulas, Weston-Super-Mare, Burnham, and Watchet.
3. Tramore, Dungarvan, Ardmore, Ballycotton, Queenstown, Courtmacsherry, Valentia, Tralee, Newcastle, Tyrella, and Youghal.
4. Tynemouth (two Boats), Cullercoats, Anstruther, St. Andrew's, Kirkcudbright, Ayr, and Whithorn.
5. Hunstanton, Brancaster, Wells, Blakeney, Sheringham, Cromer, Mundesley, Hasborough, Palling (two Boats), Gorleston, and Pakefield (two Boats).

Reported the receipt of 650*l.* from the Editor of *The Quiver*, being the amount contributed by the readers of that Magazine to defray the cost of the new "*Quiver No. 1*" Life-boat, recently sent to Margate. *To be thanked.*

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

Reported that the late Miss ANNE TORR, of Great Grimsby, had bequeathed a legacy of 19*l.* 19*s.* to the Institution.

Voted the thanks of the Committee to the Rev. J. SLATER, the Rev. E. G. HARVEY, G. H. PRICE, Esq., and J. L. FLETCHER, Esq., in recognition of their past valuable co-operation as Honorary Secretaries respectively of the Hasborough, Mullion, Weymouth, and Llanddulas Branches of the Institution.

Also to Capt. PAINTER, of the s.s. *Aquila*, of Weymouth, for his kind services in collecting contributions on board that vessel in aid of the Weymouth Branch of the Institution.

Resolved that new Life-boat Stations be formed at Crail, Fifeshire, and Balcary Point, Auchencairn Bay (Kirkcudbright).

Also that these stations be respectively appropriated to the legacies left to the Institution by the late Miss CATHERINE PATERSON, of Edinburgh, and Mr. DAVID HAY, of Edinburgh, for Life-boats for the Scotch coast.

Paid 1860*l.* for sundry charges on various Life-boat establishments.

Voted 339*l.* 9*s.* 6*d.* to pay the expenses of the Brightstone Grange, Wexford No. 1, Montrose No. 1, Longhope, Courtmacsherry, Winchelsea, Newbiggin, Tenby, Maryport, Portmadoc, Holyhead, Penarth, Southport, Girvan, and

Fishguard No. 2 Life-boats in rendering the following services:—

	Lives saved.
Steamer <i>Duke of Westminster</i> , of London	73
Schooner <i>Jenny Lind</i> , of Wexford	4
S.S. <i>Loch Ness</i> , of Dundee	18
S.S. <i>Ben Avon</i> , of Aberdeen, rendered assistance.	
Schooner <i>Hebe</i> , of Cork, rendered assistance.	
Brig <i>Silksworth</i> , of Sunderland	7
Newbiggin fishing-boats, rendered assistance.	
Ketch <i>Sarah Jane</i> , of Bridgwater	3
Smack <i>Ellen</i> , of Newport	2
Smack <i>Margaret Alice Dale</i>	2
Norwegian barque <i>Alma</i>	12
Barque <i>Haab</i> , of Moss	6
Steamer <i>Carleon</i> , of Cardiff	20
Brigantine <i>Juan de la Vega</i> , of Corunna, remained by vessel.	
Norwegian barque <i>Bjornstjerna Bjornson</i>	11
Barque <i>Nereus</i> , of Liverpool	25
Girvan Life-boat brought ashore a man who had been injured during a storm on <i>Ailsa Craig</i> .	
Smack <i>Three Sisters</i> , of Cardigan	3

The Arbroath, Harwich, Ramsgate, Deal, Broadstairs, Clacton, and Caister No. 1 Life-boats had also rendered the following services:—Arbroath fishing boats, remained in attendance; barge *Jessie*, of Rochester, saved vessel; sloop *Venus*, of Guernsey, and barque *Herrington*, of Whitby, assisted to save vessels and 11; brigantine *Edina*, of Liverpool, saved vessel and 3; brig *Guide*, of Brazil, rendered assistance; s.s. *Hawthorn*, of London, rendered assistance; schooner *Sarnian Gem*, of Guernsey, rendered assistance; and schooner *Mizpah*, of Dover, remained by vessel.

(Accounts of these services are given on pages 415-422.)

Voted 486*l.* 14*s.* to pay the expenses of the Brooke, Newquay (Cardiganshire), Hasborough, Palling, New Brighton No. 2, Penmon, Caister No. 1, Rye, Holyhead, Winchelsea, Cromer, Watchet, Silloth, Southend (Essex), Barmouth, Braunton, Harwich, New Romney, Margate, Lytham, Maryport, Ilfracombe, Sutton, Scarborough, Swansea, and Hartlepool No. 3 Life-boats in assembling their crews or putting off in reply to signals of distress shown by vessels which did not ultimately require the services of the boats.

Voted 450*l.* in aid of the local fund for the relief of the widows and orphans of two of the crew of the Clacton-on-Sea Life-boat who were unfortunately drowned by the upsetting of the boat while on service on the night of the 23rd January.

The Second Service Clasp of the Institution was voted to ROBERT LEGERTON, coxswain of the Life-boat, in recognition of his valuable services on the above-named occasion. A reward of 3*l.* each was also granted to the coxswain and crew of the boat in consideration of the exceptional risk and exposure they incurred, and further sums of 2*l.* and 1*l.* each were

awarded to two men who were prostrated for a time through this unfortunate accident.

Voted also 25*l.* to H. PAYNTER, one of the crew of the St. Ives Life-boat, whose leg was broken on the occasion of the exercise of the boat on the 27th February, thus preventing him for a long time from following his usual occupation.

Also 2*l.* to four men for putting off in a boat and towing to Pwllheli, North Wales, two boats containing 13 persons belonging to the ship *Eulomene*, of Liverpool, which had been wrecked on St. Patrick's Causeway on the 30th January.

Also 15*s.* to some fishermen for bringing ashore from the Longstone Lighthouse the crew of the wrecked steamer *Monarch*, of Sunderland, on the 29th December.

Also 10*s.* to a man who put off in a boat and rendered assistance to the crew of the schooner *Erin's Pride*, of Dundrum, which stranded near Dundrum Bar during a moderate S.E. gale, and a heavy sea on the 24th September.

Thursday, 6th March.

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

Reported that Her Royal Highness the PRINCESS OF WALES presented medals to two coxswains of the ROYAL NATIONAL LIFE-BOAT INSTITUTION on the 3rd March, as rewards for their gallant services in saving life. The ceremony took place at Marlborough House, in the presence of His Royal Highness the PRINCE OF WALES, attended by Lord COLVILLE OF CULROSS, Colonel STANLEY CLARKE, Mr. HOLZMANN, and Mr. FRANCIS KNOLLYS. There were also present Mr. EDWARD BIRKBECK, M.P. (chairman of the Life-boat Institution), Colonel FITZROY CLAYTON, Mr. CAVE, Admiral WARD, Mr. CHARLES DIBDIN (secretary), and Captain the Hon. H. W. CHETWYND, R.N., Chief Inspector of Life-boats. The recipients of the decorations were ROBERT LEGERTON, the coxswain of the *Albert Edward* Life-boat, stationed at Clacton, who has assisted to save ninety-one lives; and ROWLAND HUGHES, the coxswain of the *Moelfre* (Anglesey) Life-boat, who, at the advanced age of eighty-two years, is now retiring from the post after thirty-four years' service, having assisted to save forty-nine lives. Each of the men was personally presented with the medal by her Royal Highness, and they were congratulated by their Royal Highnesses on their heroic services.

Read the Reports of the Chief Inspector of Life-boats on his recent visits to Harwich and Hythe.

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

1. Southend, Plymouth, Yealm, Hope Cove, Salcombe, Dartmouth, Brixham, Torquay, Teignmouth, Sidmouth, Exmouth, Lyme Regis, Swanage, Poole, Kimeridge, and Weymouth.

2. Appledore (two Boats), Ilfracombe, Morte,

Braunton, Lynmouth, Clovelly, Bude, Looe, Newquay, Port Isaac, Padstow, and Watchet.

3. Ballywalter, Groomsport, Portrush, Greencastle, Aranmore, Drogheda (two Boats), Giles' Quay, Blackrock, and Poolbeg.

4. Port Logan, Port Patrick, Ballantrae, Girvan, Southend, Kildonan, and Campbeltown.

5. Southwold (two Boats), Kessingland (two Boats), Dunwich, Aldborough, Thorpeness, Clacton, Harwich, Hornsea, and Withernsea.

Reported the receipt of 650*l.* from W. J. GUERRIER, Esq., to defray the cost of a new life-boat to be named the *Good Hope*.

Resolved that the best thanks of the Committee be conveyed to the benevolent donor, and that his gift be appropriated to the new Life-boat about to be sent to Palling, Norfolk.

Also 650*l.* from Miss Curling to provide a new Life-boat to be named the *Curling*.

Resolved that the donor be thanked, and that her gift be appropriated to the new Life-boat for Bull Bay, Anglesey.

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

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

	£
The late Mrs. MARY TAIT, of York Terrace, Regents Park	2000
The late Miss MARY BARKWORTH, of Tunbridge Wells (duty free)	300
The late Mrs. LOUISA LE CORNEY, of Plymouth	25

Reported the transmission to its station of the Clacton-on-Sea new Life-boat. The boat was taken to its station by water, and the Great Eastern Railway Company kindly conveyed the transporting carriage to Clacton, and brought back the old boat and carriage to London free of charge.—*To be thanked.*

Resolved that a new Life-boat be placed at Southend, in addition to the small one stationed on the Pier at that place, for service on the outlying sandbanks, and that the Legacy of the late Mrs. F. S. SMITH, of Lisheen, for a Life-boat to be named the *Theodore and Herbert*, be appropriated to this new station.

Also that various works be carried out at the Lyme Regis, Holy Island, and Littlehampton Life-boat Stations at an expense of 880*l.*

Paid 1156*l.* for sundry charges on various Life-boat establishments.

Voted 176*l.* 8*s.* 6*d.* to pay the expenses of the Cardigan, Tenby, Groomsport, Duncannon, Youghal, Gorleston, Montrose No. 2, Mablethorpe, and Fishguard No. 1 Life-boats, in rendering the following services:—

	Lives saved.
Schooner <i>Alexander</i> , of Beaumaris	4
Schooner <i>Richard Cobden</i> , of Swansea	5
Steamer <i>Emily</i> , of Sunderland	9
Ship <i>Earl of Beaconsfield</i> , of Glasgow	33
Brigantine <i>Vidonia</i> , of Bridport. Remained by vessel.	
Brig <i>Sovereign</i> , of Whitby	8
Schooner <i>Christine</i> , of Svendborg	5
Barge <i>Star</i> , of Rochester	3
Smack <i>Rapid</i> , of Cardigan	3

The *Moelfre*, Holyhead, Fishguard No. 2, and Newbiggin Life-boats had also rendered the following services:—

Schooner *Elizabeth Anne*, of Carnarvon, and another schooner, saved vessels and one man; barques *Elvøe*, of Liverpool, *Maxima*, of Swansea, and *Leonar*, of Hamburg, rendered assistance.

(Accounts of most of these Life-boat services will be found on pages 416-423.)

Voted 263*l.* 8*s.* 8*d.* to pay the expenses of the Llanddwynn, Winchelsea, Douglas, Appledore, Tyrella, Margate, Poole, Aldborough, Harwich, Falmouth, Holyhead, Porthdinllaen, Bridlington, St. Anne's, Courtown, Cahore, Kirkcudbright, Lowestoft, and Huna Life-boats, in assembling their crews or putting off to the assistance of vessels, which did not ultimately require their services.

Also 5*l.* 5*s.* to seven men for saving, by means of lines thrown from the North Pier, at West Hartlepool, the crew of six men of the brigantine *Crown*, of Rye, which parted her towrope and was driven behind the pier, where she became a total wreck on the 2nd February.

Also 1*l.* 17*s.* 6*d.* to five men for putting of in a boat and saving, with some difficulty and risk, two of the crew of the keel *Vivid*, of Barton, port of Hull, which had sunk off Whitton, Lincolnshire, during a fresh gale from the N.W., on the 24th January.

SATURDAY, 15th March.

The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at Willis's Rooms, St. James's, His Royal Highness the PRINCE OF WALES, K.G., in the Chair.

Mr. CHARLES DIBDIN, the Secretary, read the Annual Report, which will be found in the May number of *The Life-boat Journal*.

His ROYAL HIGHNESS then made some suitable observations on the great and national character of the operations of the Institution, and its officers for the current year were chosen.

The Meeting was also addressed by His Grace the DUKE OF ARGYLL, K.G., K.T.; Admiral of the Fleet, the Hon. SIR HENRY KEPPEL, G.C.B.; the Right Hon. THE LORD MAYOR, M.P.; JOHN HOLMS, Esq., M.P., Secretary of the Board of Trade; Sir THOMAS BRASSEY, K.C.B., M.P., Civil Lord of the Admiralty; Captain LORD CHARLES BERESFORD, R.N.; His Grace the DUKE OF NORTHUMBERLAND, P.C., D.C.L., President; and EDWARD BIRKBECK, Esq., M.P., Chairman of the Institution.

Various resolutions were moved, seconded, and carried unanimously, pledging the meeting to renewed exertions on behalf of the benevolent and national objects of the Institution.

The resolutions will be found in the May number of *The Life-boat Journal*.

THURSDAY, 3rd April.

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

It was unanimously resolved "that, having regard to the great affliction that has befallen Her Majesty the QUEEN, the Patroness of the Institution, by the lamented and sudden death of His Royal Highness PRINCE LEOPOLD GEORGE DUNCAN ALBERT, DUKE OF ALBANY, K.G., K.T., its Committee of Management, at their first Meeting, beg to tender to Her Majesty the expression of their deep and earnest sympathy."

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

Elected the members of the Sub-Committees—L. T. CAVE, Esq., Chairman—for the ensuing year.

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

2. St. Ives, Sennen Cove, Hayle, Scilly, Penzance, Porthleven, Porthoustock, Cadgwith, Lizard, Mullion, Falmouth, Megavissey, Portloe, and Powey.

3. Balbriggan, Skerries, Howth, Kingstown, and Greystones.

4. Ardrossan, Troon, Irvine, Blyth (two Boats), Tynemouth, and Newbiggin.

5. Bridlington Quay, Flamborough (two Boats), Filey, Scarborough, Uppang, Whitby (two Boats), Robinhood's Bay, Runswick, Staithes, Redcar, Saltburn, and Middlesbrough.

Reported the receipt of 650l. from Miss LEICESTER to defray the cost of the Whitehaven new Life-boat, the *Elizabeth Leicester*.—To be thanked.

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

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

	£
The late OXLEY ENGLISH, Esq., of Pall Mall	2000
The late Miss CAROLINE LAMB, of Clifton (duty free)	300
The late Mrs. PALMER, of Tunbridge Wells	100

Reported the transmission to their Stations of the new Life-boats for Kessingland, Suffolk, and Kilmore, County Wexford.

Resolved that new Life-boat Stations be formed at Southsea and Walton-on-the-Naze.

Also that the Life-boats on the following Stations be re-placed with new ones possessing all the latest improvements, as soon as practicable:—

Hythe, Redcar, Middlesbrough, Filey, New Romney, and Palling.

Also that the gift by Mr. JOSEPH SPAWFORTH, of Barbican, of a Life-boat, to be named the *Sandal Magna*, be appropriated to the New Romney Station, and that the best thanks of the Committee be conveyed to Mr. SPAWFORTH.

Also that the thanks of the Committee be conveyed to R. A. STORRAR, Esq., and Mr. SAMUEL

CARR, for their past kind services as Honorary Secretaries respectively of the Bamburgh Castle and Poolbeg Branches of the Institution.

Paid 4341l. for sundry charges on various Life-boat Establishments.

Voted 47l. 2s. 6d. to pay the expenses of the Montrose No. 1, Palling No. 2, and Queenstown Life-boats in rendering the following services:—

	Lives saved.
S.S. <i>Mayflower</i> , of Glasgow	4
Barque <i>Helene</i> , of Bremen	16
Brigantine <i>Septimus</i> , of Belfast	4

The Newbiggin, Youghal, Montrose No. 2, Palling No. 2, Kingsdowne, and Gorleston Life-boats had also rendered the following services:—Newbiggin fishing-boats rendered assistance; schooner *Jane Sophia*, of Plymouth, remained by vessel; s.s. *Mayflower*, of Glasgow, rendered assistance; barque *Scotia*, of Sunderland, assisted to save vessel and crew, 12; brig *Breeze*, of Blyth assisted to save vessel and 7, and barque *Tagus*, of Shoreham, rendered assistance.

(Reports of some of these services are given on pages 416-417.)

Voted 130l. 9s. 6d. to pay the expenses of the Stromness, Montrose No. 2, Castletown, Winterton No. 2, Fleetwood, Ardrossan, New Romney, and Lydd Life-boats in putting off to the assistance of vessels which did not ultimately need their help.

Voted the thanks of the Institution inscribed on vellum to DAVID DUNCAN and JAMES WATT, the coxswains of the Montrose Life-boats, in recognition of the many good services in saving life from shipwreck which they and their crews rendered, and especially on the occasion of the stranding of the s.s. *Mayflower*, of Glasgow, during a heavy gale on the 9th March. (Vide page 412.)

Voted 5l. to one of the launchers of the St. Anne's Life-boat on the 27th January in consideration of his illness since the exposure he underwent on that occasion.

Also 3l. to six men for putting off in the Coastguard whale-boat at Studland Bay, Dorset, at considerable risk, and saving the crew of three men of the smack *Acorn*, of Poole, which stranded close to Poole bar during a moderate E.S.E. gale on the 16th February. 5l. was also granted to a coastguardman who was one of the crew of the boat on the occasion, and was seriously injured.

Also 7l. 10s. to fifteen men for putting off in a boat from Coldingham, Berwickshire, and rescuing the disabled fishing-boat *Alice and Ann*, of Prestonpans, and her crew of seven men, during a strong gale on the 26th January.

Also 4l. 10s. to nine men for putting off in the Coastguard whale-boat at Minehead, Somersetshire, and saving the crew of three men of the stranded cutter *Glance*, of Cardiff, during a N.W. gale on the 19th November.

Also 2l. to four men for putting off in a boat, and rescuing three of the crew of the fishing-boat *Ellen*, of Youghal, which was capsized in Youghal Harbour during a strong S.S.W. wind on the 20th February.

HELP THE HELPLESS!



MIGHTY waves! see how they're raging!
 How the heavens are rent in twain!
 Hear the shrieks from yonder vessel!
 Think you, are the cries in vain?
 Launch the Life-boat! Launch the Life-boat!
 Echo cries, There's none at hand!
 Naught to help that sinking vessel?
 Naught to bring those souls to land?

Is there *nothing* here to help them?
Nothing to give chance of Life?
 Nothing! Nothing! answers echo,
 Pity's useless in the strife.
 See the flashing of the lightning!
 Hear the thunder's awful crash!
 See the waves' delirious foaming,
 'Gainst the rocks the vessel dash!

Millom, 1884.

'Mid the splashing, and the dashing,
 'Mid the wild distressing cry,
 Think you, are those sinking brothers,
 One and all prepared to die?
 'Tween the dazzling of the lightning,
 And the peal of thunder loud,
 Reels the vessel like a plaything,
 And the toy the waves enshroud.

Sure it is but feeble efforts
 From us gallant seamen need:
 Help the Sailor!—however little,
 And you sow a precious seed!
 Seed which, cast upon the waters,
 Floats about in useful form—
 Till we see more Life-boats gather
 Dying men from out the storm.

MARY BRYNING.

DISMISSAL OF A LIFE-BOAT CREW.

It will be remembered by our Readers that on the 25th November last the crew of the Eastbourne Life-boat performed a very meritorious service. We are alluding to the rescue, under exceptionally trying circumstances, of the crew consisting of eleven persons, of the Norwegian barque *New Brunswick* which was riding at her anchors in a highly dangerous position off Birling Gap, and exhibiting signals of distress, during a gale of wind from the S.S.W. accompanied by a very heavy sea. For this service the Life-boatmen were remunerated by the Institution, double pay being awarded them, and they also received 20*l.* from the donor of the Boat and about 70*l.* collected in the town of Eastbourne. Subsequently the Life-boatmen made a claim on the owners of the unfortunate vessel for life-salvage, such action being in direct contravention of the rules of the Institution, which strictly prohibit Life-boats' crews from making any claim on a vessel for life-salvage, as such services are paid

for by the Institution, and, notwithstanding a warning which the crew received on the subject, they wilfully persisted in their claim, and obtained 105*l.* The Central Committee, having carefully weighed all the circumstances connected with the case, came, with much regret, to the decision to dismiss the coxswains and crew of the Life-boat from their service, in which decision they received the concurrence of the Local Committee. It should be added that the Life-boatmen forwarded to the Parent Institution 15*l.* of the life-salvage as the Boat's two shares, but this amount was refunded by the Institution to the owners of the *New Brunswick*. A Boat-house keeper has been appointed to take charge of the Station with instructions that, in the event of a wreck or of a vessel being in distress, he is to give the keys of the House to any reputable seafaring or otherwise competent body of men demanding them.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

(SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.)

SALVAGE REGULATIONS.

THE ROYAL NATIONAL LIFE-BOAT INSTITUTION is a charitable institution, incorporated by Royal Charter, for the purpose of saving life from shipwreck.

As however a rigid adherence to the precise object of the Institution would lead to the loss of much valuable property, and at the same time be unjust to the Life-boats' crews, composed for the most part of men whose calling is to render property salvage services, the Institution permits the Life-boats' crews to use its boats for such services under the following regulations:—

1st.—The Life-boat is not to be launched in competition with, or to the injury of, private interests for property salvage purposes when lives are not in danger, excepting under special circumstances, with the sanction of the Honorary Secretary of the Local Branch or of some other authority connected with the Local Committee.

2nd.—When a Life-boat has been launched for the purpose of saving life, and it is found on arriving at the vessel in danger that the master, or other responsible person in charge, wishes to engage the services of the Life-boat's crew to endeavour to save the vessel, the Life-boat's crew are at liberty to accept an engagement with such master, or other responsible person in charge, for this purpose, and to make use of the Life-boat under the following conditions:—

- A. That all reasonable care be taken of the Life-boat and its gear.
- B. That it be clearly understood that the position of the Life-boat's crew towards the Institution is changed from a Life-boat crew endeavouring to save life, and entitled to be paid for such endeavours by the Institution, to a party of salvors who have borrowed the Life-boat for property salvage purposes, for the remuneration of which services they are to look to the person in charge of the vessel who has engaged them, a certain proportion of such remuneration (the proportion being, in accordance with the Rules of the Institution, founded on local custom) being paid to the Institution for the loan of the Life-boat.
- C. Should the attempts of the Life-boat's crew to save the vessel be successful, but the amount of salvage money paid them be less than the amount they would have been entitled to for an endeavour to save life, the difference will be made good by the Institution. Should, however, they be unsuccessful in salvaging the vessel they will be paid by the Institution as though they had launched for the purpose of saving life.

3rd.—If the Life-boat be launched for the purpose of saving life, and it be found on reaching the vessel that there is any immediate probability of efforts to float her, or to place her out of danger, meeting with success, and the Life-boat's crew be not required to save property, but merely to remain at hand in case it should be found necessary to desert the vessel, it shall be permissible for the Boat to remain if the Coxswain deem it practicable, but this service will be regarded as a life-saving service to be paid for by the Institution, and not a property salvage service to be remunerated by the vessel.

It must be clearly understood, however, that this regulation relates to *immediate efforts only*, which may be considered to extend to one hour after the high water immediately following the launching of the Life-boat. Any claim for extra payment from the Institution for this special service must be accompanied by a letter or certificate from the master, or other responsible person in charge of the vessel, setting forth that the service was rendered at his request and the time it occupied.

The attendance of the Life-boat and its crew during any lengthened operations at the request of the master, or other responsible person in charge of the vessel, whether assistance is given in such operations or not, will be considered a property salvage service, and will not be paid for by the Institution.

4th.—The Life-boats' crews are *strictly* prohibited from making any claim on a vessel for *life salvage*, as such services are paid for by the Institution.

By Order of the Committee,

CHARLES DIBDIN,

Secretary.

May, 1884.

