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OIL ON TROUBLED WATERS.

It is not wonderful that the reputed power of oil to calm "troubled waters," and to rob the ocean, in its angry moments, of the greater part of its power for evil against men and ships, should have excited a very wide-spread interest throughout a country so intimately connected with the sea as Great Britain; and the ROYAL NATIONAL LIFE-BOAT INSTITUTION would have been wanting in its duty if it had not done all in its power to thrash the question out.

The subject may fairly be divided into five heads:—

1. The use of oil by the Life-boats of the Institution for reducing the force of heavy surf or breakers encountered when carrying out their ordinary work.

2. Its use in small open boats in surf or breakers.

3. Its use in ships in the open sea, when found desirable to reduce the force of the waves.

4. Its use in open boats under similar circumstances.

5. Its use on bars and at the entrance of harbours, for assisting vessels entering in heavy weather.

The experiments necessary to test its utility under the first head, have been carried out, in compliance with the instructions of the Committee, by the District Inspectors of Life-boats in their respective districts, as opportunity has offered during the last three years.

These trials, as we have said, have been made on different parts of the coast by different officers, and under very varying circumstances of sea and surf, until this branch of the subject has been exhausted. All the common oils of ordinary every-day use have been tried, but little or no difference was apparent in the effect produced by colza, linseed, fish, or seal oil. In some instances paraffin was used, and gave satisfactory results as compared with other oils, but we should prefer the others named.

It was found that very small quantities of oil indeed were ample to cover a considerable surface with the film characteristic of oil on water, and that this remained intact for a considerable period of time. It would be misleading to endeavour to say, even approximately, how long a specified quantity of oil would suffice to produce this glassy surface at any given spot, because this depends upon so many contingencies, but in cases where its use might be beneficial, a gallon would probably suffice for from six to eight hours. To produce this effect round a vessel, it is necessary that the oil should be applied to the sea at some distance from the vessel, in the direct line on which the waves are advancing.

It was found that in moderate breakers or surf, the force of which a Life-boat could disregard, but which would endanger the safety of small open boats, its effect

was most marked and beneficial. The break or crest of such waves was entirely "killed" when it reached the space under the influence of the oil; but on more than one occasion, with the oil having this effect, when a rather larger breaker than the surrounding ones rose, it had no power, and the boat, crew, gear, &c., were smothered with a mixture of oil and water, instead of, as one Inspector puts it, "good clean sea-water."

In breakers of sufficient magnitude to be of importance to a Life-boat, the experiments clearly show its effect was very much modified, and at times entirely wanting, even when the glassy surface could be distinctly seen in the trough or hollow of the waves. It was also clearly demonstrated to have no effect upon the breakers so familiar to the coast of Cornwall, which are caused by the heavy ground-swell and not by wind. These circumstances, coupled with the further consideration that it would be impracticable to keep a Life-boat within the oiled space, except when anchored head to sea and tide, or when running dead before the sea, and at the same time to proceed towards a wreck or other desired point, appear to us to show conclusively that no practical advantage can be derived from the use of oil in Life-boats. An additional important difficulty would be found, on the greater part of the coast, in the fact of the tide or current setting with greater or less velocity along shore, which would generally be across the course of the boat and the run of the sea.

The above remarks require very little extension to show that, although useless for the Life-boat service, oil, judiciously used, would frequently prove an important factor in securing the safety of small open boats exposed to the effects of (to them) dangerous breakers and surf. Even here its action has been shown to be somewhat capricious, and it cannot therefore be looked upon as a "specific" that will produce certain immunity from danger, but only as a very important aid, from which, coupled with the other precautions

usual in the circumstances, considerable benefit may probably be experienced in combating the dangers to be overcome. We decidedly think that every boat having, or likely to have, to encounter these dangers, should be prepared to avail itself of this help. The method recommended for carrying and using it in ships' boats at sea is equally applicable here.

It must be obvious that the officers of this Institution can have, of course, no opportunities of carrying out experiments themselves to prove its value in the open sea.

The information available for treating on heads 3 and 4, therefore, is such as it has been possible to obtain from captains of vessels, and others who have had recourse to it, and seen its effects. These are numerous; some, communications written direct or made verbally; others taken from the Press; and they include its application when running before heavy gales, when hove to, as well as when lowering boats in similar weather. One and all testify in a remarkable way to its efficacy in disarming the waves, as the following extracts will show:—

(1.) "I was compelled to abandon my vessel at midnight, during a very heavy sea, and the safety of myself and crew lay in launching the boats successfully. The boats, which had been previously provisioned, &c., were in readiness for lowering; but the sea, which was running alongside and breaking over the ship, made me doubt the possibility of the boats ever living in it, even if the difficulty of launching them was overcome, and to the use of oil, under Providence, we owe our lives. I caused two tins of common lamp oil, each containing about two gallons, to be emptied, one over each side, and after giving it time to diffuse itself over the water, the boats were lowered and sheered clear of the sinking ship without shipping as much as a bucketful of water. The waves were still there, towering 30 and 40 feet above us, but without a break or a white-topped one among them, while ahead and astern they were breaking heavily."

(2.) "I hove-to on the port tack, under lower main, topsail, and reefed main staysail. There was a tremendous sea running, the breakers being long and very wicked. As soon as we were hove-to I saw that unless something unusual were tried, we should be certain to lose our boats, and perhaps get serious damage; so

I determined to try the oil. The result was magical. In half an hour after the oil was put over, the weather side of our deck was dry, and for the next forty-eight hours not even so much as a spray broke over us. I filled my canvas bags with raw linseed oil, each bag being 18 inches long by about 6 inches in diameter, and holding about two gallons of oil. One bag hung over amidships, and one from the cat-head. During the whole time I never renewed the oil in the bags; what was put over at the beginning lasting the whole time, there being over a quart of oil remaining in each bag when hauled in. The bags were simply punctured with a large sail needle in half a dozen places. The bags were bent to about 50 fathoms of small line, all of which was veered out, but they never went half that distance from the ship, and floated just like a bladder. The influence of the oil spread fully a ship's length to windward of the bags, and the heaviest breakers never came far within the outside limit of the oil. I intend putting a can of oil in each of my Life-boats as soon as we get to sea, with bag and line all ready in case of emergency."

(3.) "Between Milford and the Land's End we encountered a severe gale from the northward, with thick snow. Failing to make any lights, I was obliged to heave-to. The sea was terrific. One sea broke on us, smashing the gangway in; also some bulwarks. I was afraid a few more seas like that would sweep the decks. I hung a sail over, and threw some oil about the sail. This, I found, prevented any sea breaking against it. I then got a loose bag and threw some oil over it, wrapping it together and making a rope fast to it. I hung it over the bows; this, I found, prevented any sea breaking on board. I had to replace the bag, with some oil on it, every half hour. I was heve-to about six hours after using the oil, and not one sea broke on board, although the sea was fearful. Previous to using the oil, many seas broke on board. The snow clearing, we ran the ship, and in running I found the oil invaluable, towing a bag on each side, with some oil about it. The oil I used was Colza oil. I tried some linseed oil: it did not answer so well. The quantity I used was trifling. I had only two quarts of Colza on board, and that lasted me eight hours."

(4.) "New York, 21st September, 1882.—The steamship from Swansea, which has arrived here, reports having experienced terrible weather, and the captain ascribes her safety to the fact of her towing a bag of oil, which slightly escaped when running before the wind."

(5.) "During the early morning it had all the appearance of a storm, and the sea was running high, doing us considerable damage. I then determined to try the oil. About 4 A.M.

I put one of my boat's ballast-bags out partly filled with oil, which proved a great benefit, and we soon put out one more, which stopped the seas from doing us any damage. The effect of the oil on the sea was truly wonderful. No one but those who witnessed it would believe the difference it made. Before the oil was put out the ship was in a heavy sea, breaking on board at intervals and doing damage. After the oil the ship was in a heavy swell, with no broken water, and very little coming on board. I used altogether about ten gallons of oil during the 1st and 2nd February."

(6.) "After running the ship as long as he could with safety, he determined to bring her to the wind, which was a very dangerous manœuvre, owing to the tremendous high cross sea that was running. He decided to try the effect of oil, and had a couple of buckets of it poured over forward to windward. The effect was to convert dangerous-breaking seas into comparative smooth swells, and the ship was heve-to without taking a bucket of water on board. After she had been heve-to for some time and the oil passed away from her vicinity, she was struck by several heavy seas in succession, smashing her rudder and causing other serious damage, which rendered it necessary to abandon her.

* * * * *

"On the following day our captain launched two of his own boats under very little improved conditions of weather, and conveyed his whole crew on board the — in safety. He, however, took the precaution of using oil, trickling it over the sterns of the boats, which had the effect of preventing the heavy seas breaking on the boats, and without doing which he states they could not have lived in the fearful sea which was running."

We can see no reason for questioning the accuracy of these reports, and think most decidedly that, to say the least, they show cause for further inquiry. It does not lie in the power, or indeed within the province, of the NATIONAL LIFE-BOAT INSTITUTION to undertake this, because its machinery is all established for work on the coast, or the outlying sands in its immediate vicinity. At the same time it cannot but sympathize most warmly with all that will possibly increase the comfort of sailors in mid-ocean, and tend to reduce the dangers to which they are exposed.

Nothing but exhaustive experiments carried out at sea; reported by responsible

agents, and published under authority, can solve the question once for all in a satisfactory manner, and let those interested know what reliance they can place on the use of oil for calming the troubled waters in the open sea.

For ourselves, we believe that all present available information shows such prospect of advantage being derived from so doing, that there is nothing unreasonable in expressing a hope that the Government may take up and work out the matter.

We believe that the fact of oil having proved ineffectual in heavy breakers is no reason why its action should not be beneficial in heavy seas in deep water, because the two are very different, the last-named being caused by the action of the wind on the surface only, whilst the proximity of the bottom goes far to produce the former. Whether or no exhaustive enquiry proves it to be the benefit at sea we would hope, sufficient is now known of its power to class the means of applying it amongst the articles that should be part of the equipment of every ship's boat, as an important help in case of need.

The experiments made by Messrs. SHIELDS and GORDON as to the application of oil to bars and the entrances of harbours, have been very favourably reported on, and do great credit to the energy and public spirit of those gentlemen; but if its efficiency were thoroughly established, we cannot lose sight of the possibility of oil discharged from the vessel entering the harbour being of equal benefit, as the following extracts would seem to indicate:—

(1.) "At about 8.30 A.M., I ran for Montrose Harbour. I had about half a gallon of Colza oil on board, which we poured over the stern, and which immediately had a most decided effect in lessening the power of the breaking seas."

(2.) "Made the entrance of the Tyne in an easterly gale, and when great danger attended any vessel passing the bar. The master reports that he resolved to try the effects of oil upon the waves, and stationed two men, each with a two-gallon bottle of oil, at the vessel's bows, one on either side. The oil

was gently poured upon the 'broken' water, and the effect was that it became comparatively smooth, and the vessel passed into the harbour with little difficulty. The oil used was that usually burnt in the ship's lamps, and only four or five gallons were poured upon the sea."

Several very ingenious methods have been invented for applying the oil to the water, but we consider the best to be a canvas bag, either rather loosely sewn together, or pierced with a sail-needle to make a few small holes to let the oil escape very slowly. These have been used in the most successful cases reported from ships, as well as in some of the Life-boat experiments, and found quite effectual. It has the great advantage of simplicity and efficiency, as well as of being easily renewed when exhausted.

When running before the wind, we should recommend a bag being hung on each bow, which gives the oil time to spread before it reaches far astern. When at anchor, it should be attached to the anchor as a buoy, or to the cable, as far from the boat as practicable. In a boat at sea, it could be attached to any sea-anchor in use to keep her head to the sea. In a vessel hove to, it has been used both hung over the weather-side, and attached to a light line and put overboard to windward. We greatly prefer the latter plan, because not drifting so fast as the ship, it spreads the oil to windward of her, or as before laid down, *in the line from which the waves are advancing.*

Two bags, each containing about a gallon of oil, with light lines attached, could be easily packed ready for use in a canister similar to a large preserved-meat tin, or paint-pot, and would form an article of equipment neither expensive nor cumbersome. Of course, in the absence of these, the oil could be applied by being poured from a can or bottle, but this would require the services of a man, when one could probably be badly spared. Besides, this plan would not ensure so regular a supply, which is a matter of very great importance, and would not be applicable to a boat at anchor.

THE LIFE-BOATS OF THE UNITED KINGDOM.

- LV. GREAT YARMOUTH.—The *Abraham Thomas*, 28 feet by 9 feet, 10 oars.
- LVI. CAISTER. } The *Covent Garden*, 42 feet by 11½ feet, 14 oars.
- LVII. Ditto. } The *Godsend*, 33½ feet by 10 feet, 12 oars.

THE ancient and loyal burgh of Great Yarmouth derives its name from the position it occupies close to the mouth of the Yare, one of three rivers which unite in a broad expanse of waters called "Braydon," whence one channel only—the Yare—carries them to the sea. All the authorities who have written upon the subject seem to be agreed that Yarmouth sprang from the sea; that at one time, in the past ages of the world, the waves of the German Ocean flowed over the low-lying marshes of eastern Norfolk, and that whether from the gradual rise of the soil, or from the receding of the waters, the sandy foundation on which the town stands gradually rose above the action of the tides, cut off from the mainland by the River Yare, which at that time emptied itself by two channels into the sea—one to the north, between Caister and Yarmouth, and the other to the south, about four miles distant. The northern channel was entirely blocked with sand in the eleventh century, and the southern channel has since been used as a haven for shipping. Large sums of money were spent from time to time during the thirteenth, fourteenth, and fifteenth centuries in maintaining an outlet, on account of the sand continually silting up from the action of wind and tides, and completely blocking the entrance; but as the inhabitants could not exist without a haven, renewed attempts were made to obtain a passage for the fresh water of the river, until at last success attended their efforts, and the present channel at Gorleston was formed, and protected by two stout piers projecting into the sea on either side. By these means a recurrence of former disasters has been effectually prevented. There is no doubt the haven has contributed very materially to the prosperity of the town; 20,000*l.* have been recently expended by the Corporation on the

present wharf, a covered market, and the quay, which is the finest in England, and perhaps in the world.

Until 1867 the borough sent two members to Parliament, but the enlightened burgesses attached so much value to their political privileges that it was disfranchised, and, although the population is nearly 50,000, it remains at the present time unrepresented. Fishermen, we are told, were probably the first settlers, and to fishermen and the produce of the sea the town very properly—taking into account its origin—is indebted for its present importance and greatness.

Everything connected with the place reminds the visitor of this fact. The first thing to attract the eye on leaving the railway station is the gilded vane at the summit of the New Town Hall, representing a fishing smack fully rigged. The river, also, crowded with fine fishing vessels, displays at once the enormous activity of the fishing trade in this most important of fishing marts in the world. The name of the parish church—the largest in England—is St. Nicholas, who was the patron saint of fishermen and children. For some years past it has been proposed to raise the tower and spire to a height of 400 feet, which would certainly be more in keeping with the large structure beneath, besides being an excellent landmark, visible to the fishermen miles out at sea. A later idea, we believe, has been to add a gilded cross to the summit, as a fitting emblem of the faith of the inhabitants, and to attract the earliest rays of the rising sun, but want of funds has caused both schemes to fall through.

The beach of the coast of Norfolk varies considerably, but, as a rule, it is very flat, and at low water a vast expanse of land is uncovered. An outer bank is usually to be found a few yards to seaward of the mainland, the channel between the two being two to three feet deep at low water. This formation is particularly awkward for the pleasure and other boats of large size, because, if it were not for a swatchway, or opening to be found in this ridge of sand, it would be impossible to launch them from off the beach except at high water, when the

bank is sufficiently covered to float them over. This is notably the case at Yarmouth.

The low-lying marshes are generally protected by high sandhills at the back of the beach, overgrown with maram grass, the long roots of which help to bind the loose drift-sand together, and thus prevent it being blown inland in large quantities. It is supposed that these hills were thrown up by the Romans to prevent the encroachment of the sea. The sand is piled up on a clay foundation, and the long maram grass, already alluded to, not only binds the sand together, but causes it to accumulate. In Lincolnshire they are of great height and extent, and on the north coast of Norfolk, at Holkham, a large number of fir-trees have been planted by Lord Leicester, thereby imparting to them a very effective and picturesque appearance.

The chain of outlying sands off the eastern coast of Norfolk, at varying distances from the shore, present grave dangers to navigation, and every year numbers of lives and vessels are lost. A magnificent roadstead, several miles in length, exists off Caister and Yarmouth, formed by the close proximity of the Scroby Sands, distant only about $2\frac{1}{2}$ miles, running parallel with the beach, which effectually protects it, and affords an excellent anchorage for vessels in distress or weather-bound.

Before the improvements in the haven, providing for the better landing and transport of fish, were carried out, it was the custom to ferry the catches from the smacks lying in the roads to the beach, where the sale and packing of the fish took place. This occupation, and the assistance so often required by vessels in the roads, or outlying banks, probably called into existence a race of men known on the Norfolk and Suffolk coasts as beachmen. At Yarmouth they were formerly divided into six companies, each one possessing a station, look-out nests, yawls, gigs, and other boats. These boats were held in shares, and any money earned by them was divided into doles, or parts, the boat taking a certain number for repairs, and for dividing among the shareholders, the remainder being distributed among the men employed on the occasion.

To give all the men a fair chance of occasionally being one of the boat's crew,

a system of "touch" was introduced, *i.e.*, whoever first touched the boat were the men entitled to man her to the number required. No difficulty seems to have been experienced under this arrangement, and perfect honesty appears to have been the rule among the men, each man acting as a check to his neighbour, so that no unjust claim for a share in the profits was known, as it was so perfectly certain to be found out. The competition at times, in consequence of the rivalry between these companies, was so great, that enormous risks were incurred, and numerous accidents, involving loss of life, happened in the endeavour to be first alongside the vessel requiring assistance.

A race of men were thus reared inured to hardship and danger, and famed for acts of daring and endurance in the performance of their occupation. Unfortunately for them, but fortunately in other respects, the substitution of steamers for sailing-vessels, together with the introduction of the Plimsoll Act, put an end to many of the unseaworthy ships then afloat, and the supervision exercised by the Board of Trade surveyors has no doubt proved a healthy check on unscrupulous shipowners, to whom the loss of their vessel was probably more often than not a profit; but, whatever the cause, it has been evident for the past five or six years that the need for beachmen at Yarmouth has gone, and that the chance of earning a living in this way is now so small that no one would think of bringing up his sons to the "business;" but while the men have been driven from the beach at Yarmouth until only three small companies survive, containing an aggregate strength, at most, of twenty men, and their boats rapidly going to decay, Caister, a village three miles to the north, continues to maintain its company, numbering forty men, and they contrive to follow their hazardous calling under particularly thriving circumstances.

Gorleston, from its position at the mouth of the haven, $2\frac{1}{2}$ miles to the south of Yarmouth, with smooth water for the boats to launch into, and in the immediate vicinity of the tug-boats, enjoys every advantage, and consequently we find there two companies of beachmen, each about thirty strong, composed of young and able-bodied men, ready and fit for anything, and, like those at Caister,

knowing thoroughly every shoal and set of the tide.

With a coast so full of dangers to navigation, and with such a magnificent body of water-dogs, as one might call these men, actually living on the beach, there was plenty of opportunity for philanthropy to come to the rescue of the sailor under the most favourable circumstances. Accordingly, about the year 1824, the Norfolk Association for the Preservation of Life from Shipwreck was established by the combined exertions of the leading gentry of the county, and was maintained with considerable effort, and at great expense, by its supporters. This association was the first to grapple systematically with the dangers of shipwreck, and for a period of thirty-four years it struggled with the difficulties incidental to the want of professional supervision over the Life-boats stationed at the different localities, and inadequate funds to meet the numerous expenses peculiar to the service. It was also found difficult to maintain a full working central committee, for the principal subscribers and supporters were scattered all over the county, and could only give their attendance at meetings in an irregular manner.

Towards the close of 1857, negotiations were entered into with the NATIONAL LIFE-BOAT INSTITUTION—the ability of which to undertake the important duty of saving life from shipwreck was at this time beginning to be recognised—to consider the expediency of its absorbing the Norfolk society. Meetings were consequently held, at which evidence was produced of the existing condition of the stations under the control of the association, and they were found to compare most unfavourably with those under the management of the Institution. After much deliberation and correspondence with the London society, it was resolved

at a meeting held December 19th, 1857, to transfer the entire administration of the Norfolk Association to the National Institution in the following terms:—“That the ROYAL NATIONAL LIFE-BOAT INSTITUTION will proceed at once to place the whole of the Life-boat establishments on the Norfolk coast in a state of complete efficiency, according to the approved standard of the Institution, and that the expense of the same be defrayed by the ‘Norfolk Shipwreck Association’ from its funded capital, the interest on the remainder of the capital, as well as its annual subscriptions, being paid to this Institution to aid in enabling it to maintain in a state of efficiency the several Life-boats so transferred.”

Since the amalgamation took place, in January 1858, the Caister Life-boats have been instrumental in saving 945 lives, and 75 vessels from destruction, and the Yarmouth Life-boats 373 lives, and 18 vessels.

Great changes have of late taken place in the constitution of the Yarmouth station, for reasons already alluded to, and the large sailing Life-boat *Mark Lane* has been transferred to Gorleston, while the small surf-boat *Abraham Thomas* has been placed under the management of the coastguard.

A large and influential committee of gentlemen resident in and about Yarmouth have interested themselves in the Life-boat cause, zealously watching over the welfare of the boats committed to their charge. It is with much regret that the Institution has had to record, within the past three years, the loss of two gentlemen—Mr. WILLIAM WORSHIP, and Dr. ALDRED, both of whom filled the office of chairman, and had for many years been active members of the Local Committee. Mr. CHAS. DIVER has recently been selected to succeed Dr. ALDRED.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

EXMOUTH, DEVON.—A new Life-boat has been placed on this Station, in lieu of the old boat, and the gift by Mrs. JOSEPH SOMES of Annery House, North Devon, of 3,000*l.* to the Institution to defray the cost of a Life-boat and its permanent maintenance in memory of her late hus-

band, formerly M.P. for Dartmouth, has, with her approval, been appropriated to this Life-boat establishment. The boat is accordingly named *The Joseph Somes*; it is 34 feet long, 7½ feet wide, and rows ten oars double-banked. It reached its Station in February last, and was afterwards tried in

rough weather, when the coxswains and crew reported their approval of the behaviour of the boat which rowed and sailed well, and was found remarkably handy to turn; the men received a thorough drenching from the heavy cross seas encountered on the Pole Sands. On the 2nd October last the Life-boat was taken on its carriage to Budleigh Salterton, and launched under the superintendence of Commander ST. VINCENT NEPEAN, R.N., District Inspector of Life-boats. This was done to test how long it would take to get to that place by road in the event of a shipwreck happening there at a time when the wind and tide might be likely

was obtained near the harbour, and the Life-boat can be satisfactorily launched from its carriage under the lee of the pier at all times of tide, or can be transported by road to other parts of the coast eastward or westward as may be required. An excellent crew of fishermen can always be depended on. The Life-boat reached its station on the 19th March last, having been taken from the Thames to Dublin by steamer, and towed thence to its destination; it is one of the 34-feet ten-oared boats, and is named *The John Robert* in accordance with the wishes of a generous lady (E. M. S.), who has defrayed the entire cost of this new establishment.



to delay the progress of the Life-boat proceeding there by sea. Six horses were engaged, and the boat was afloat in two hours after leaving the house at Exmouth. The work of getting the Life-boat over the pebbly beach at Salterton was very trying, however, to the men and horses.

KILMORE, CO. WEXFORD.—The attention of the Committee having been called to the desirability of forming a Life-boat Establishment here, there being many outlying dangers both inside and outside the Saltee Islands quite inaccessible to the rocket apparatus, it was decided, on the joint recommendation of Lieut. TIPPING, R.N., the District Inspector of Life-boats, and of the Divisional Officer of H.M. Coast Guard, to organise the proposed Life-boat Station. A suitable site for the house

KESSINGLAND, SUFFOLK.—The local boatmen, having strongly urged the desirability of a larger Life-boat being stationed here for use on the outlying sand-banks, the Committee, after due inquiry and deliberation, resolved to comply with their request, and accordingly a large sailing Life-boat has been specially built by Messrs. Beeching Brothers of Great Yarmouth, and placed at Kessingland, where it arrived on the 24th March last; having been sailed from Yarmouth by the crew, who were much pleased with their new craft. This boat is 38 feet long, 12 feet wide, and is fitted to row twelve oars double-banked. The expense of the boat and equipment has been defrayed from a legacy left to the Institution by the late CHARLES BURY, Esq., of Nazing, Essex, after whom it is named *The Charles Bury*.

PORT EYNON, GLAMORGANSHIRE.—The Committee of the Swansea Branch having reported that Port Eynon on the Gower Coast was an eligible place for a Life-boat Station, a good crew being obtainable from the neighbouring villages of Horton and Overton, and the District Inspector of Life-boats having confirmed their recommendation, the NATIONAL LIFE-BOAT INSTITUTION has sent a new 34-foot ten-oared Life-boat there, provided with a transporting carriage and the usual equipment of stores, for which a commodious boat-house has been erected from the designs of the Institution's architect. The cost of the Life-boat establishment has been met from the bequest of 1,000*l.* made to the Institution by the late Miss MARIA JONES of Waterloo, near Liverpool—the boat being known as *A Daughter's Offering*.

The first launch of the Life-boat took place on the 10th May last, in the presence of a large number of people, under the superintendence of Commander LA PRIMAUDAYE, R.N., District Life-boat Inspector. This station will be under the Swansea Branch and mainly supported by its contributions; but Mr. CHARLES BEVAN, to whom is due most of the credit in organizing the crew and of the formation of the Life-boat establishment, has kindly promised to fill the post of resident Honorary Secretary.

WALMER, KENT.—In May last the NATIONAL LIFE-BOAT INSTITUTION forwarded a new Life-boat to Walmer, to take the place of a smaller one on that station. The new boat is one of the largest built by the Institution, being 40 feet long, 10 feet wide, and rowing 12 oars double-banked; it is much liked by the crew. The expense of the new Life-boat has been defrayed from the Civil Service Life-boat Fund, and it is named *The Civil Service No. 4*. The other three boats provided from that fund are stationed respectively at Wexford, Ireland; Tynemouth, Northumberland; and Port Patrick, Scotland.

ST. HELIER'S, JERSEY.—The Life-boat Station at Alderney having been abolished by the Committee, mainly on account of the impossibility at the present time of obtaining an efficient and competent crew,

the Life-boat *Mary and Victoria*, which was presented to the Institution by the Right Hon. the Earl of STRAFFORD, P.C., in 1869, has been transferred to a new station which has been formed at St. Helier's, Jersey, where it is believed the boat is likely to do good service. Formerly the States of Jersey had a Life-boat belonging to them placed there, but it became inefficient, and could no longer be relied on to save the crews of vessels in distress. Accordingly the Corporation of St. Helier's readily accepted the offer of the Institution to provide the town with a Life-boat, and granted a site near the Picket House, People's Park, for the new boat-house now erected. An influential Local Committee has been formed, of which PHILIP BAUDAINS, Esq., Constable of St. Helier's, has been appointed Honorary Secretary. The Life-boat was transferred from Alderney in April last, under the superintendence of the District Inspector of Life-boats.

BARMSTON, YORKSHIRE.—Several vessels have gone ashore in this locality at different times, and only last year one was wrecked in the immediate vicinity, and went down with all hands. It was then urged by the residents of Bridlington Quay, the nearest Life-boat Station, that it would be most desirable to establish an auxiliary station at Barmston, the boat to be manned by a crew from Bridlington, in the absence of competent men on the spot. The Institution has therefore organised the Life-boat establishment, the munificent legacy of 3,100*l.* bequeathed by the late GEORGE WALKER, Esq., of Southport, for the establishment and permanent endowment of a Life-boat for the Yorkshire Coast, and to be named *The George and Jane Walker*, having been appropriated for the purpose. The Life-boat provided is one of the 34-foot 10-oared class, and is furnished with a transporting carriage. On the completion of the boat-house in September last, the public inauguration of the station took place in the presence of a large concourse of spectators. The boat was very successfully launched under the charge of Commander CARTER, R.N., District Inspector of Life-boats.

OUR INLAND BRANCHES.

DUBLIN.

During the past summer the coasts of England, Scotland and Wales, have been crowded with visitors from all parts of the United Kingdom, in a great measure owing to the pestilential condition of some parts of the Continent. We heard on all sides of the congested state of the hotels and inns, of exorbitant charges, and of the discomforts and bad accommodation experienced by people in search of a change of air, all of whom have been trying to convince themselves that they found enjoyment. Ireland, however, seems to have been left out in the cold. The fine steamers running between Holyhead and Kingstown ought, one would think, to have had crowded decks during the recent splendid season, but the number of passengers carried by them appears to have been quite insignificant. We fear that the disturbed state of the country has had something to do with this condition of affairs. The run over on a fine day is most enjoyable, occupying only about five hours. Dublin Bay, like many other bays, has been compared to the Bay of Naples, to which it certainly bears little resemblance, though very beautiful, the approach to it on a bright day presenting a scene not easily forgotten.

The bay, extending from Howth to Dalkey island, is five miles in width, and Kingstown harbour, constructed in 1816 at a cost of upwards of £800,000, and situated on the southern shore of the bay, is one of the most splendid artificial ports in the United Kingdom. The eastern pier is 3,500 feet in length, and the west pier extends 4,950 feet from the shore, leaving an opening of 850 feet at the mouth. The depth varies from 15 to 27 feet. Dublin possesses all the requisites likely to attract travellers. There are plenty of good hotels, the magnificent bay before mentioned, and beautiful scenery all round. For its size, it is considered by some a handsomer city than London. The Quays, the Custom House, the Bank of Ireland, and other public buildings, are certainly conspicuous for their beauty of design and their colossal size. Should the city be found by the visitor too hot, there are numerous watering-places around the bay, easy of access by rail, and providing fair accommodation. Among these we may mention Bray, Kingstown, and Dalkey, all capital places for sea-bathing, and boasting fine air and pretty sea-views.

The City of Dublin, like London and Edinburgh, possesses a history, and is of very ancient origin. It is supposed to have been mentioned in the second century, by Ptolemy, the geographer, as one of the chief places of Ireland, under the head of Eblana, from which word Dublin is supposed to have derived its origin.

From the fifth to the tenth century the unfortunate city was much exposed to the attacks of the Danes and Northmen, who, having established themselves in the Isle of Man, and being attracted by the beauties of the Emerald Isle, made frequent attacks on the

mainland. Here, finding comfortable quarters, they maintained themselves in the city and adjoining neighbourhood at the expense of the unfortunate citizens. The marauders fortified Dublin city, and during the period of their stay, became converts to Christianity. They were, however, defeated at Clontarf in A.D. 1014 by Brian Boroitune and driven to Howth, which they retained possession of until they were again defeated in 1177. Having subsequently managed, however, to re-occupy Dublin, they were ultimately driven out by Strongbow, Earl of Pembroke, in 1170. Henry the Second held a court here soon after, and made alliances with the Irish Chiefs, taking care, however, to bestow the government on one of his followers, Hugh De Lacy, and with a generosity characteristic of the times, presented the city by charter to his loyal subjects of Bristol, conferring on them the same liberties as they enjoyed in their own city. Accordingly the inhabitants of Dublin county are chiefly of Danish, or Anglo-Norman origin, and are of a taller and fairer race than is seen in almost any other part of Ireland, the men being more athletic and the women better-looking than the natives of the adjoining districts. Their descent from the Northmen is further shown by the character they have maintained as being the *hardiest and best* sailors in the island.

It is no wonder, then, that with such a turbulent history, extending over some centuries, we continue to read of the English kings successively visiting Dublin, but always with an armed force. William the Third, after the Battle of the Boyne, for instance, entered Dublin at the head of thirty thousand men, and returned thanks in St. Patrick's Cathedral.

Previous to the passing of the Municipal Reform Act, the municipal government of the city was vested in the Lord Mayor, two Sheriffs, twenty-four Aldermen and a Common Council, elected every three years by the twenty-five guilds of trades, in numbers proportioned to the estimated importance of each guild. Every third year it was compulsory upon the Lord Mayor and twenty-five Corporations to march round the city and its liberties, to maintain the ancient boundaries. The ceremony was called "riding the Franchise," but the custom fell through at the end of the last century.

Disputes were constantly arising between the ecclesiastics and the people of Dublin about their respective boundaries, and it became very necessary, at a time when the former were very powerful, that there should be no doubt as to the boundary lines of the respective rights of both parties.

The following account is recorded of riding the Franchise, when the military spirit had died away, and it became, as it were, only a Lord Mayor's show. "Every one of the twenty-five guilds was preceded by a large vehicle, drawn by the most splendid horses that could be bought or borrowed; indeed, all were eager to lend the best they had. On

these carriages were borne the implements of the representative trades, at which the artisans worked as the procession advanced. The weavers fabricated ribbons which were tossed among the crowd. The printers struck off handbills containing songs and ideas prepared for the occasion, which were also thrown about in the same manner; the smiths blew their bellows, hammered on their anvils and forged various implements; and every guild as it passed was seen in the exercise of its peculiar trade. They were accompanied by persons representing the various natures or personages of their crafts, mixing together saints and demigods as they happened to be sacred or profane. Thus the shoemakers had a person representing St. Crispin with his last; the brewers St. Andrew with his cross; but the smiths, though patronized by St. Lay, were accompanied by Vulcan and Venus, which last was represented by the handsomest and most gaily attired woman that could be procured for the occasion. She was attended by a Cupid, who shot numerous darts at the ladies who crowded the windows. The merchants who exist under the patronage of the Trinity could not, without profanation, attempt any personal representation; so they exhibited a huge shamrock as the emblem furnished by St. Patrick himself, and were also accompanied by a large ship mounted on wheels.

The order of proceeding was this; they drew up at the old Custom House and passing along Temple Bar and Fleet Street, came to the sea at Ringsend. They then proceeded to low-water mark when a trumpet having been sounded, a water bailiff advanced, and riding into the water as far as he could, hurled a spear eastward. This marked the eastern boundary of the city. The train then crossed the Strand, and traversed the boundaries of the city and liberties."

Notwithstanding the situation of the city on the river Liffey, which after leaving the town pours itself into the noble bay we have already described, and that there are large floating and graving docks for the accommodation of shipping, and that the channel, by steam-dredging combined with the protection afforded by the breakwater, has been made deep enough for vessels of 1,400 tons to pass up as far as the Custom House, yet the city is not famed for any particular branch of trade, unless it be indeed the manufacture of poplin, and Guinness's stout, while its export traffic is at present almost nil.

Soon after the establishment of the ROYAL NATIONAL LIFE-BOAT INSTITUTION the attention of the governing body was drawn to the necessity of placing Life-boats on the east coast of Ireland; and particularly in the vicinity of Dublin. In 1861, a branch of the Society was formed in the city, Captain Abbott, R.N., and W. J. Egan, Esq., being the Hon. Secretaries, Mr. S. B. Taylor, Assistant Secretary and Collector. In 1866, Mr. Thomas Edmondson (the present

Hon. Secretary) Mr. Taylor and others started a fund to provide a new Life-boat for the Irish Coast. Owing to the energy of the promoters this fund realised £250, and was appropriated to the Courtmacsherry Life-boat, which was named the "City of Dublin." On its way to its station in February 1867, the Boat was taken to Dublin and drawn on its carriage in triumph through some of the principal streets escorted by a procession, including the Lord Mayor in his state chariot, with the Aldermen and other officers of the Corporation; it was subsequently launched from off the quay in the presence of the Duke of Abercorn, the then Lord-Lieutenant of Ireland, and was duly named by the Duchess. The boat then proceeded to its station at Courtmacsherry, where another demonstration took place, on the occasion of its launch there.

Much of the success of the Dublin Branch has been due to the valuable exertions of Mr. Edmondson, and Mr. Taylor. Mr. Taylor died in 1873, and Mr. James Pike was then appointed Secretary and Collector.

Life-boats are now stationed at Balbriggan, Skerrig, Howth, Poolbeg, Kingstown and Greystones, all in the County of Dublin, and have rendered good service. A splendid service was performed by the Poolbeg Life-boat, stationed at the entrance of the harbour, on the 28th of October 1880, and is well worthy of notice. On the evening of the 27th October, the schooner "Robert Brown," coal laden, and with a crew of four men, was overtaken by a gale from the E. N. E. with a heavy sea, and, having become unmanageable, was driven ashore near the Pigeon House Fort in Dublin Bay. Before she struck the ground, one of the crew was washed overboard and drowned, and immediately after her grounding, another poor fellow was swept away and lost, the two survivors securing themselves to the rigging. Their perilous position was undiscovered until after daylight the next morning, when they were first seen from the shore by a coastguardman. Unfortunately the coastguardmen who form the usual crew of the Poolbeg Life-boat were absent undergoing their annual drill, and a sufficient number of seamen could not be found. Fortunately there were plenty of soldiers at hand, and a party of them from the fort, led by Lieut. J. A. W. O'Neil Torrens, of the Royal Scots Greys, and Dr. H. L. Cox of the Army Medical Department, together with a few boatmen launched the Life-boat, Mr. Torrens taking the helm. Before leaving the shore the Boat was badly stove, but ultimately was successful in rescuing the two men from the rigging and bringing them safely to land. For this service, the Institution awarded its gold medal to Mr. Torrens, and the silver medal to each of the three soldiers who formed part of the crew, viz.: W. Smith, bombardier, R.A.; P. Howard, private 57th Regiment, and F. Reilly, private, Army Service Corps, and also to Dr. Cox.

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED
THE 30TH JUNE, 1883.

ONCE again it becomes our duty to draw the attention of our friends to the statistics published by the Board of Trade, relative to the wrecks occurring on our rock-bound shores. The Register, recently laid before the public, furnishes without comment, in admirably arranged tables, facts and figures which are terrible indeed, and the reader cannot but long for the time, which it is to be feared will never come, when some satisfactory means may be found for putting an end to, or at all events for greatly mitigating, such a sad state of affairs.

It appears that during the year ended the 30th June, 1883, there were 3,654 shipping casualties of all sorts around the British Isles; but, large as this total is, it is gratifying to find that it is smaller by 6 wrecks than that of the preceding year, while the number of lives lost consequent on the casualties was 1,020, or 77 less than the statement of the previous year furnished.

As we have already said, this total of 3,654 wrecks comprises every description of casualty—wrecks resulting in total loss, partial loss, collisions, etc., but on examining these details, it will be found that there has been a considerable decline in the most serious classes of accidents, the number of total losses having fallen from 606 to 551, so that the remaining 3,103 cases may be considered as less important. The number of wrecks involving loss of life fell from 235 to 220. Perhaps we may be justified, therefore, in expressing the hope that the scientific improvements in navigation, which have of late years been introduced, have now begun to take effect, but every possible endeavour should still be made to further minimize the immense destruction of life and property, which is continually taking place on our coast. This is the more necessary, as the number of vessels entering and leaving our ports increases year by year. Last year no less than 677,551 vessels, with a

tonnage of 145,995,580, came and went, and it is estimated that they had on board at least 4,000,000 people.

The following table will show the reader at a glance the number of shipwrecks which have occurred each year on our shores since 1854:—

1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,488; 1863, 1,664; 1864, 1,390; 1865, 1,656; 1866, 1,860; 1867, 2,090; 1868, 1,747; 1869, 2,114; 1870, 1,502; 1871, 1,575; 1872, 1,958; 1873 (first six months), 967; 1873-4, 1,803; 1874-5, 3,590; 1875-6, 3,757; 1876-7, 4,164; 1877-8, 3,641; 1878-9, 3,002; 1879-80, 2,510; 1880-81, 3,575; 1881-2, 3,660; and 1882-3, 3,654.

Thus it will be seen that during the past generation there have been no less than 62,730 wrecks, resulting in the loss of 21,651 lives. This last total would have been doubled, had it not been for the means adopted by the NATIONAL LIFE-BOAT INSTITUTION, which, under God, were instrumental in saving 21,167 lives during the same period. Since its establishment in 1824, this invaluable Society has assisted to save the lives of 31,105 persons, work of which the British public and the Committee of Management may well be proud.

It must not be forgotten, however, that the number of lives lost around our coast is greatly in excess of the number rescued, and that our Life-boats have frequently been launched in reply to signals from distressed vessels, but have been compelled to return, sometimes after hours of exposure, with the sad report that they were "too late" to render any assistance.

During the year 1882-3 good work was done by the Rocket Apparatus of the Board of Trade, 450 lives having been saved by this useful means at the 298 stations where the apparatus was placed.

There were 4,363 vessels represented

in the 3,654 shipping casualties above referred to. This number is necessarily larger than that of the casualties, because in collision cases more than one vessel is involved, but it is pleasing to know that in the year 1882-3, the total of ships thus involved was 4 less than in the previous year. Out of the 3,654 casualties 685 were collisions, and 2,969 wrecks of other descriptions. Of the latter 495 resulted in total loss, 657 in serious damage, and 1,817 in minor accidents, so that not only were there 5 less wrecks, other than collisions, reported in 1882-3 than in 1881-2, but, which is even more satisfactory still, the serious accidents dropped from 1,245 to 1,152. Of the 2,969 casualties, other than collisions, 2,627 befell vessels proper to this country and the colonies, and 342 occurred to foreign ships. The British vessels were employed as follows:—1,677 in our coasting trade, 715 in the oversea home and foreign trade, and 235 as fishing vessels. There were 14 casualties to ships belonging to foreign countries and states employed in our coasting trade, 273 to foreign vessels bound to or leaving British ports, and 55 to foreigners not trading to or from our shores.

The localities of the wrecks, excluding collisions, were:—east coast of England, 950; south coast, 496; west coasts of England and Scotland, and east coast of Ireland, 1,084; north coast of Scotland, 93; east coast of Scotland, 107; and other parts, 239. Total, 2,969.

The loss of life, collision cases being included, is thus given:—east coast of England, 466, or 177 more than in the previous year; south coast, 98, or 31 less than the year before; west coasts of England and Scotland, and east coast of Ireland, 306, being an increase of 20 on the year 1881-2; north coast of Scotland, 46, a decrease of 36, as compared with the previous twelve months; east coast of Scotland, 87, or 152 less than the year before; other parts, 17. Total, 1,020. It should be noticed that the east coast of England has as usual proved by far the most destructive to human life.

A good general idea of the shipping disasters which took place on the shores of the United Kingdom during the year 1882-3, will be gathered from an examination of the annexed wreck-chart, and it will be seen that very few parts of the coast are without the melancholy "wreck" dots, thus demonstrating the absolute necessity of maintaining the Life-boat service.

Between 1861 and 1883, 3,802 British and foreign ships were wrecked on our coast, involving loss of life in every case, and the number of lives lost in these wrecks was 17,812.

It is by no means satisfactory to find that the number of total wrecks of British vessels on our shores, excluding collisions, caused either by the vessels being unseaworthy, or by the officers, pilots or crews being ignorant or careless, rose last year in the first case from 20 to 33, and in the second case from 55 to 68; those arising from other or unknown causes having increased, during the same period, from 93 to 101, whereas the total losses occasioned by stress of weather happily fell from 276 to 197.

The number of casualties arising during the year from the same causes, and resulting in serious damage, is as follows:—through defects, 21; errors, 109; stress of weather, 275; break-down of machinery and explosions, 124; other causes, 52; while the cases of minor damage were:—through defects, 89; errors, 191; break-down of machinery and explosion, 112; stress of weather, 1,031; and other causes, 224.

It is interesting to observe the ages of the vessels wrecked during the period we are considering. Excluding foreign ships and collisions, casualties befell 173 nearly new ships, 335 ships from 3 to 7 years of age, 525 from 7 to 14, and 979 from 15 to 30 years old. Next come 433 old ships from 30 to 50 years of age, and then follow "the ancients," viz., 52 between 50 and 60 years old, 28 from 60 to 70, 12 from 70 to 80, 4 from 80 to 90, 1 from 90 to 100, and 2 more than a century old; the age of 83 being unknown. Not taking into account the



SUMMARY

During the year ended the 30th June 1883 the number of vessels lost or damaged on the coasts and in the seas of the United Kingdom, including cases of minor damage, was 4,363, and the loss of life, as far as can be ascertained, was 1,020.

	Life Boats	Rocket Stations	
There are	229	199	in England.
	44	45	Scotland.
	33	51	Ireland.
	306	295	

WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR

1882-83

Compiled from the Board of Trade Register.

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

- SIGNIFIES A CASUALTY.
- ★ REPRESENTS A LIFEBOAT.

Scale of Nautic Miles
0 50 100



collisions, 692 steamships, and 2,277 sailing vessels came to grief on our shores in the year 1882-3.

As regards the 2,627 British ships which met with accident, excluding collision cases, 1,314 of them did not exceed 100 tons burden, 794 were from 100 to 300 tons, 182 from 300 to 500 tons, and 337 were in excess of 500 tons burden. 45 of the 399 British vessels totally lost (irrespective of collisions) were built of iron, 37 of them being steamships, and the remaining 8 sailing vessels.

We observe that the Register supplies the force and direction of the winds in only 1,414 of the 3,654 casualties of the year, and in those cases we find that the winds which proved most disastrous to the shipping on or near the shores of the United Kingdom during the year, were:— N. to E. inclusive, 353; E. by S. to S. inclusive, 359; S. by W. to W. inclusive, 483; and W. by N. to N. by W. inclusive, 219. Total, 1,414.

As to the force of the wind at the time the 1,414 disasters in question happened, 456 occurred with the wind at forces 7 to 8, or a moderate to fresh gale, when any ship properly found, manned, and navigated, should certainly be able to keep the sea with safety; while no less than 958 casualties happened when the force of the wind was 9 to 11—that is to say, blowing from a strong gale to a storm.

It is sad to find that there was a further increase last year in the number of accidents which befell vessels in our harbours and rivers, although the number of total losses was happily not large. The figures are as follows:—accidents, 1,018, or 15 more than the previous year; total losses, 19, or 2 less than the previous year. As many as 661 of these casualties were caused by collision, while the foundering cases numbered 12, the strandings, 257, and miscellaneous, 88.

The 1,018 casualties just referred to, resulted in the loss of, or in damage to 1,757 vessels, 877 of which were British sailing vessels, 725 British steamers, 100 foreign sailing vessels, and 55 foreign

steamers. Unfortunately, 31 lives were sacrificed in these casualties.

Of the 685 collisions on or near our coasts:—291 occurred in the day, and 394 at night; 58 were between steamers under way; 147 between steamers and sailing vessels, both being under way; 75 between steamers under way and steam or sailing vessels at anchor; and 16 when steamers at anchor were run into by sailing ships. In the other 389 collision cases sailing vessels alone were engaged, 165 happening when both ships were under way; 123 when one was at anchor; while the remaining 101 collisions arose from vessels breaking from, or fouling at, anchors or moorings.

It is with the liveliest satisfaction we are able to report that the Register shows a decrease in the number of lives lost during the year, as compared with that of the preceding twelve months. Last year we announced the number of lives lost as 1,097, now we have to record 1,020, or a decrease of 77. Of these 1,020 lives, 65 were lost in foundered vessels, 126 through collisions, 65 in vessels stranded or cast ashore, and 233 in missing vessels. The remaining 71 lives were lost from miscellaneous causes, such as from being washed overboard, explosions, &c. Of the 220 vessels, out of which the 1,020 lives were lost, 187 were British, from which 843 persons were drowned, and 33 were foreign, involving the loss of 177 lives.

In conclusion, we cannot but again draw attention to the noble work persistently and earnestly carried on by the NATIONAL LIFE-BOAT INSTITUTION, which, as has been already shown, has been prepared to do so much, by providing 279 Life-boats, to diminish the dire evils resulting from shipping disasters on the coasts of the United Kingdom, and we are assured that if ever there was a work which merited the warm support and the active sympathy and co-operation of the British public, it is that so well carried on by the NATIONAL LIFE-BOAT INSTITUTION.

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

D [REDACTED] Co. WEXFORD.—At about 8 P.M. 8th Feb. 1884, telegrams were received stating that a large four-masted ship was ashore on the Pollock Rocks in Fethard Bay. The wind was blowing a whole gale from the south and the sea was very heavy. Horses were procured as soon as possible, and the Life-boat *Richard and Anne* was taken to Fethard, a distance of seven or eight miles over a rough road, and was launched after great difficulty. The sea sometimes washing over the Boat and crew. She proceeded in the direction of the stranded vessel, which was about four miles out, but she was driven back by the heavy seas. Two of her crew were then landed, their places being taken by others, and the boat, after waiting an hour at Fethard, again proceeded to sea, and was then successful in reaching the vessel. Her crew, consisting of 33 men, were then taken into the Life-boat and landed at Fethard. The vessel proved to be the *Earl Beaconsfield*, of Glasgow, 2000 tons, bound from Glasgow to San Francisco with coal and a general cargo. The Life-boatmen, who were very much exhausted, did not get back to their homes until 9 P.M. on the 14th February, having been on duty for nearly twenty-six hours.

YOUGHAL, Co. CORK.—The *William Beckett* of Leeds Life-boat was launched at noon on the 15th February to the aid of the barquentine *Vidonia*, of Bridport, bound from Pernambuco with a cargo of sugar, which had stranded on the bar during a fresh gale from the S.S.E. and a heavy sea. At the captain's request the [REDACTED] remained by the vessel until she [REDACTED] into the harbour. [REDACTED] four o'clock on the morning of the 16th March the Coastguard [REDACTED] that a schooner was in the bar in a heavy sea. [REDACTED] put off to her assistance, and found that she had lost her rudder. At the master's request the boat remained by the vessel until a steamer came up and took her in tow to Youghal. She was the *Jane Sophia* of Plymouth, coal laden, with a crew of 5 men.

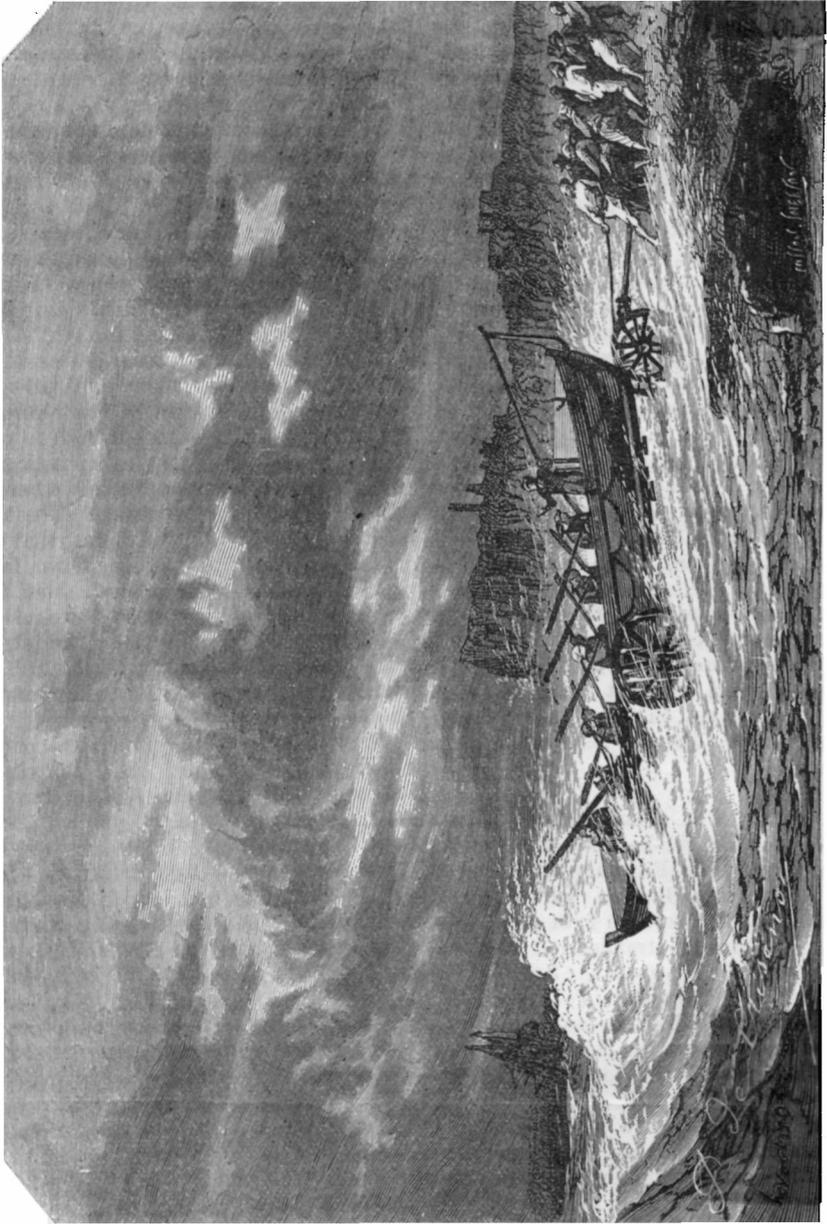
GORLESTON, SUFFOLK.—Signals of distress were shown by the *St. Nicholas* Light-vessel at about 12.45 A.M. on the 17th February, during a moderate gale from the S.E., with a heavy sea on the bar. The Life-boat *Mark Lane* was manned, towed out of the harbour by a steam-tug, and found the brig *Sovereign*, of Whitby, bound from Hartlepool to London with a cargo of gas-coal, at anchor in the roads in a distressed condition, having sprung a leak, and having her pumps choked. The crew, consisting of 8 men, were taken on board the Life-boat and brought safely ashore. The vessel afterwards foundered at her anchors.

After landing the crew of the *Sovereign* the Life-boat again went out, having procured a pump, with the view of trying to save the vessel, when she observed a barque showing signals for assistance. The boat at once made for her, and found that she was the *Tagus*, of and for Shoreham, from Shields, with a cargo of coal. She had lost one of her anchors and its chain. With the help of a steam-tug the vessel was with some difficulty taken into harbour. She struck heavily while crossing the bar, but was towed off again.

The Life-boat also proceeded out a third time to the aid of a Norwegian schooner, and put one of her crew on board to pilot the vessel.

MABLETHORPE, LINCOLNSHIRE.—The Life-boat *Heywood* was launched at 11 P.M. on the 20th February, during a strong gale of wind from the S.E., and a rough sea, signals of distress having been shown by the barge *Star*, of Rochester, bound from Harwich to Spalding with guano. The Life-boat rescued the crew of 2 men and a woman from the vessel, which had stranded off St. Peter's, and brought them to land.

PALLING, NORFOLK.—At 2.30 A.M. on the 11th March, during squally weather, a vessel was observed showing signals of distress. The No. 2 Life-boat *British Workman* was promptly launched, and proceeded to the vessel, which proved to be the barque *Helene*, of Bremen, bound



LAUNCHING THE LIFE-BOAT.

from Newcastle to Alexandria with a cargo of tar, earthenware, bricks, and coal. She was full of water, having been in contact with the North Cross Sand buoy, and was run ashore on Hempstead beach, about a mile and a half S. of Hasborough. Her crew of 16 men were taken into the Life-boat and put ashore at Palling at 8 A.M.

In answer to signals fired from the North Float Lightship, the No. 2 Life-boat was launched at 11.45 on the 16th March, and proceeded to the Hasborough Sands, where she found the barque *Scotia*, of Sunderland, bound from Newcastle to Villa Rica with a cargo of coal and coke, ashore. The Life-boat men boarded her, and, with the assistance of a steam-tug and a yawl, anchors were laid out, part of the cargo was thrown overboard, and the vessel was got afloat and taken to Yarmouth Roads in a leaky condition, arriving there at about 4 P.M. on the 18th. She had a crew of 12 men.

KINGSDOWNE, KENT.—The brig *Breeze*, of Blyth, was observed ashore amongst the broken water off the Coastguard Station at 7.15 A.M. on the 11th of March. The *Charles Hargrave* Life-boat went to her assistance, some of the Life-boat men boarded her, and with the help of other boatmen she was got afloat, and taken to Ramsgate in a leaky condition. She was bound from Sunderland to Southampton with a cargo of coal, and carried a crew of 7 men.

QUEENSTOWN, IRELAND.—Telegrams were received on the 12th March, stating that a vessel was ashore at Roche's Point, and that the Life-boat was required, other boats being unable to reach her on account of the heavy sea. The *Quiver* No. 3 Life-boat was accordingly launched at 12.40 P.M., and rescued four of the shipwrecked crew, one man being saved by the rocket apparatus, and another being taken off by a whale-boat. The vessel was the brigantine *Septimus*, of Belfast, bound from Cork to Swansea; she became a total wreck on the rocks.

NORTH SUNDERLAND.—The steam trawler *Vanguard*, of Sunderland, was seen near the outer Farne Island making signals of distress, during squally weather, at about 2 P.M. on the 1st April. As the sea was

too heavy for ordinary boats to put off, the *Joseph Anstice* Life-boat was launched, pulled out to the vessel, which was about five miles distant, and found her in a dangerous position, her engines having broken down. She was taken in tow by the Life-boat, and was brought about a mile towards the Fairway, when a steam-tug arrived and took her in tow.

CULLERCOATS.—A gale of wind having sprung up on the morning of the 1st April, and three of the cobbles engaged in the salmon fishing being in danger of being swamped by the heavy seas in taking the bar, the Life-boat *Palmerston* was launched at about 5.30 P.M., and assisted the boats to enter the harbour in safety.

NEWCASTLE, CO. DOWN.—At 2 A.M. on the 5th of April a messenger arrived from Murlogh and reported that a vessel, which subsequently proved to be the ship *Flying Foam*, of Liverpool, bound from that port to Quebec, with salt and iron ballast, was ashore near Dundrum Bar. The weather at the time was thick, with rain, and the sea was rough and variable. Five men and the captain's wife who had landed had made their way to the messenger's cottage, and stated that the remainder of the crew were on board the vessel and required assistance. The crew of the *Farnley* Life-boat were summoned, and the boat proceeded to the ship and found that two of her boats had left when she went ashore, one of which landed the five men and the captain's wife, but the other was not seen until 7 o'clock, when she was observed 3 miles W. of the vessel, and in making for the shore she capsized in the surf off Newcastle, and all her crew were unfortunately drowned. Eleven men who had remained on board the ship were taken into the Life-boat and brought safely ashore.

ORME'S HEAD, CARNARVONSHIRE.—At 4 o'clock on the morning of the 28th April, during a strong E.N.E. wind and a rough sea, one of the Life-boat crew saw a man coming ashore in a punt from the yacht *Wave*, of Liverpool. The boat capsized, but the man fortunately swam ashore through the surf. He then called for the Life-boat to put off to the assistance of those who were still on board the yacht. The *Sisters' Memorial* Life-boat was imme-

diately launched with some difficulty, the wind and tide being direct on shore, and rescued three men. The vessel parted her cable after dragging her anchor, and became a total wreck in Llandudno Bay.

PORTHOUSTOCK, CORNWALL.—At midnight on the 13th April, during a strong breeze from the N.E., the weather at the same time being hazy, it was reported that a large steamer had struck on the Manacles Rocks. The *Mary Ann Storey* Life-boat proceeded to her, and found that she was the *Lady Dalhousie*, of Greenock, bound from London to Newport, in ballast, with a crew of 30 men. She had struck on a low part of the Manacles while going at full speed, and after passing over that reef she went again into deep water. She was then found to be leaking badly, and the master decided to run her ashore. She soon however struck another rock, an isolated one with deep water all round. The vessel appeared to hang on the side of this rock, and it was feared that as the tide flowed she would slip off and go down head foremost. At the master's request the Life-boat remained by her, as she had eleven feet of water in her hold, the pumps being of no service in keeping it under. The ship's boats were lowered, and all the men's clothing, etc., was placed in them, several of the crew in two boats were taken charge of by the second coxswain and landed at Porthoustock, the Life-boat taking others of the crew into her, and remaining alongside for eight hours, when she returned to the shore with two of the vessel's crew on board. The steamer eventually became a total wreck, but happily no lives were lost.

SOUTHPORT, LANCASHIRE.—While the wind was blowing half a gale from the W., on the morning of the 14th May, the schooner *Mary and Ann*, of Dundalk, bound from Annalong, Co. Down, to Garston, with a cargo of stone, was observed to be in the vicinity of the Horse Bank. Her sails were blown away and masts broken, and she was apparently touching the sand. The crew of the Life-boat *Eliza Fernley* were summoned, and the boat was promptly launched; but meanwhile the vessel had been released by the flowing tide, and was helplessly drifting towards the Ribble until she was brought up by her anchor. The wind

and tide favouring the Life-boat, the schooner was soon reached, and her crew of three men were taken into the boat and brought safely ashore. The unfortunate vessel, which was about seventy-nine years old, was leaking badly, and labouring heavily at her anchor in the heavy seas which were running at the time, rendering the position of her crew one of much danger.

LLANDDULAS, NORTH WALES.—On the same morning (14th May), the brigantine *St. Olaf*, of and from Mandal, Norway, laden with pit-props, for Connah's Quay, near Chester, capsized when about three miles out at sea, off Llanddulas, and her crew of six men and a pilot took to their boat. The occurrence was immediately reported at the Life-boat station, and the Life-boat *Henry Nixon*, No. 2, was launched at 8.40, and proceeded to the assistance of the boat. The shipwrecked men were taken into the Life-boat and safely landed at Foryd, near Rhyl. The ship's boat would undoubtedly have foundered, had not the Life-boat overtaken it and rendered assistance, as a gale of wind from the W.N.W. was blowing at the time, accompanied by a rough sea.

RYE, SUSSEX. The *Mary Stanford* Life-boat was launched at 2 A.M. on the 21st May, in reply to signals of distress shown by a vessel which proved to be the schooner *Brilliant*, of Fowey, bound from Antwerp to Plymouth, with a cargo of plate-glass and zinc, and carrying a crew of six men. She had missed stays, and had stranded about a mile and a half off Camber. The Life-boat remained by her until she floated, and was enabled to resume her voyage.

ST. DAVID'S, PEMBROKESHIRE.—At about midnight on the 27th May, rockets were fired from the South Bishops Lighthouse. The crew of the *Augusta* Life-boat were summoned; the boat was launched, and on reaching the lighthouse the Coxswain was informed that the Smalls lighthouse had been on fire on the previous night, and that the assistance of the Trinity tender was desired. In accordance with the wishes of the light-keepers, the Life-boat at once returned to the shore, and despatched a telegram to Milford, advising the authorities accordingly.

WINTERTON, NORFOLK.—The fishing-smack *Caterina*, of Boulogne, stranded on Hasborough Sand on the 25th June. The Winterton No. 2 Life-boat *Husband* went to her assistance, and remained by her for about three hours until she floated, when the Life-boat men returned to their station.

CARDIGAN.—At about 9 P.M. on the 6th September, the smack *Ellen*, of and from Milford, for Cardigan, with a cargo of limestones, anchored in Cardigan Bay, during a heavy gale from the N.W. by W. and a high sea. She was watched from the shore, and at about 10.30 she was seen to be showing a signal of distress. The

Life-boat *Lizzie and Charles Leigh Clare*, stationed at Cardigan, thereupon put off to her and brought ashore her crew of two men and the mate's wife. The vessel afterwards dragged her anchor and became a total wreck.

Immediately after landing these three persons, distress signals were exhibited by the Norwegian brigantine *Unda*, bound from Nova Scotia to Cardigan with timber, which was anchored in the bay. The Life-boat proceeded to her, and found that the crew of five men and the pilot wished to be taken ashore, in consequence of the violence of the storm. They were therefore taken into the Life-boat and safely landed.

THE RESCUE.



A fair breeze the sails of the good ship was swelling,
As gallantly homeward she sped on her way;
While the song of the sailors was joyously telling,
"Home looms in the distance, love brooks no delay."
"Y'heave-ho, with a will, lads," the good skipper cried,
"We'll anchor in port ere the turn of the tide."
Ah! fair broke the morn, but ere noon, with emotion,
They saw the dark storm-clouds creep over the sky;
"Reef sails," cried the mate, as the gale swept the ocean,
"There's mischief astern—but she'll weather, say I."
"Y'heave-ho, with a will, lads," the good skipper cried,
"We'll anchor in port ere the turn of the tide."

Now, heaven save the brave hearts! the vessel is leaking!
The sails are all streamers, the masts "by the board!"
The sea o'er the decks of the good ship is breaking;
They signal "Distress;" the crew speaks not a word.
"Y'heave-ho, with a will, lads," the good skipper cried,
"The life-boat rides bravely the crest of the tide."
Right on speeds the life-boat, she nears them, she hails them,
They're rescued! Hurrah! for the bold life-boat crew!
They heed not the storm that so fiercely assails them,
When call'd for the helpless to dare and to do.
"Y'heave-ho, pull away, lads," their brave skipper cried,
"We'll land them in port ere the turn of the tide."

(Rev.) J. P. BRITTON.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 1st May, 1884.

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

Read the following letter from Sir WILLIAM VERNON HARCOURT, Her Majesty's Principal Secretary of State for the Home Department:—

“Whitehall,
“17th April, 1884.

“SIR,
“I have had the honour to lay before the QUEEN the loyal and dutiful Address of the ROYAL NATIONAL LIFE-BOAT INSTITUTION on the occasion of the death of His Royal Highness PRINCE LEOPOLD, the DUKE OF ALBANY, K.G., and I have the satisfaction to inform you that Her Majesty was pleased to receive the Address very graciously.

“I am, &c.,
“W. V. HARCOURT.

The Secretary,
ROYAL NATIONAL LIFE-BOAT INSTITUTION.

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 Southsea, Clacton and Walton-on-the-Naze.

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

1. Brighthstone Grange, Brooke and Guernsey.
2. Porthcawl.
3. Wicklow, Wexford (two Boats), Kilmore, Carnsore, Cahore, Courtown, Arklow, Tramore, Duncannon and Dungarvan.
4. Cullercoats, Tynemouth, Cresswell, Alnmouth, Hauxley, Boulmer, Bamburgh, North Sunderland, Holy Island (two Boats), Berwick, Eyemouth, Dunbar and North Berwick.
5. Whitburn, Sunderland (four Boats), Seaham, Seaton Carew, West Hartlepool (two Boats), Hartlepool (three Boats), Withernsea and Filey.

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

	£	s.
Major EDWARD H. THURLOW and Capt. ERNEST H. THURLOW from the Residue of the Estate of the late Rev. E. T. THURLOW	1000	—
Stewards of the “Covent Garden” Life-boat Fund, on behalf of The Covent Garden Life-boat at Caister (additional)	26	5
Worshipful COMPANY OF CLOTH-WORKERS (additional)	20	—
Collected on board the s.s. <i>Orient</i> , per Capt. HEWISON (additional)	10	—

—To be severally thanked.

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

	£	s.
The late Mrs. ELIZA BARCLAY, of Darlington (duty free)	500	—
The late Miss E. F. HOWIS, of Tulse Hill (duty free)	100	—
The late JOHN NICKOLLS, Esq., of Camden Road (duty free)	19	19

Voted the thanks of the Committee to JOHN MORGAN, Esq., and JOHN SHEARER, Esq., in recognition of their past valuable services as Honorary Secretaries respectively of the Cardigan and Buckie Branches of the Institution.

Paid 1,905*l.* for sundry charges on various Life-boat establishments.

Voted 93*l.* 12*s.* 6*d.* to pay the expenses of the Life-boats at Newcastle (Co. Down), Porthoustock, Clacton, Ormes Head and Wexford (No. 2), in rendering the following services:—

	Lives saved.
Ship <i>Flying Foam</i> , of Liverpool	11
Steamer <i>Lady Dalhousie</i> , of Greenock	2
Brig <i>Thorley</i> , of Hartlepool, brought ashore crew (8) from Swin Middle light vessel.	
Yacht <i>Wave</i> , of Liverpool	3
Schooner <i>Egmont</i> , of Cork, rendered assistance.	

The North Sunderland, Cullercoats, Rams-gate and Broadstairs Life-boats had also rendered the following services:—

Steam trawler *Vanguard*, of Sunderland, rendered assistance; three Cullercoats fishing cobles, rendered assistance; s.s. *Skandinavian*, of Gothenburgh, assisted to save vessel and crew, 16.

(Particulars of some of these services are furnished on pages 449-450.)

Voted 164*l.* to pay the expenses of the Douglas No. 2, Caister No. 1, Gorleston, Deal, Margate, Harwich, Aldborough and Southwold Life-boats in putting off with the view of assisting vessels which did not ultimately require the services of the boats.

Also 5*l.* 10*s.* to eleven men of Whalsay Island, Shetland, for putting off in a large fishing boat at great risk, and saving four of the crew of the wrecked barque *Aiba*, of Copenhagen, during a storm from the S.S.E. on the 2nd April.

Also 3*l.* 5*s.* to six men of Keel, co. Kerry, for saving, by means of lines and by wading into the surf, the crew, consisting of eighteen men, of the wrecked smack *Pierre*, of Boulogne, during a S.W. gale on the 19th April.

Also 2*l.* 10*s.* to five men who put off in a boat from Iona, Hebrides, and rescued the crew of two men of the sloop *Athalie*, of Carnarvon, which was totally wrecked during a strong S.S.E. wind on the 11th March.

Also 2*l.* to four men for putting off from Pwllheli, Carnarvonshire, in a boat, at some risk, and saving a boy from a boat which had been blown out of the harbour, and was in great danger of being carried into the surf, during a strong S.S.W. gale on the 12th February.

Also 1*l.* 10*s.* to three men for putting off from

Redcar, Yorkshire, in a coble, and rescuing one of two persons from a small boat which had been capsize by a heavy sea on the 18th April.

THURSDAY, 5th June.

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 Liverpool, New Brighton, St. David's, Solva, Abercastle, Fishguard, Newport (Pem.) Douglas, Castletown, Port Erin, Peel, Ramsey, Piel and St. Anne's.

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

1. Tenby, Milford, St. Bride's, Carmarthen Bay, Pembrey, Swansea, Port Eynon, Solva, Newport (Pem.) and Fishguard (two Boats).

2. Silloth, Maryport, Whitehaven, Seascale, Port Erin, Ramsey, Fleetwood, Southport, New Brighton (two Boats), Douglas (two Boats) and Castletown.

3. Longhope, Stromness, Thurso, Ackergill, Huna, Moray Firth, Lossiemouth and Buckie.

4. Grimsby, Mablethorpe, Donna Nook, Sutton, Chapel, Skegness, Hunstanton, Brancester, Wells, Whitby (two Boats), Cromer, Sheringham and Mundesley.

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

	£
WILLIAM NICHOLSON, Esq., J. P., JOHN R. BARLOW, Esq., J. P., and BENJAMIN A. DOBSON, Esq., J. P., on behalf of the late Miss CLARE, of Bolton	600
HENRY DARBY, Esq., Derby	100
Mrs. M. C. BRITTON, per H. STUBBS, Esq., Ballyshannon (additional)	20
The MARQUIS OF ELY (annual subscription)	20
Messrs. COURAGE & Co. (additional)	20
Offertory on board H.M.S. <i>Northampton</i> per the Rev. S. S. BROWNE (additional)	1
—To be severally thanked.	

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

	£
The late A. F. PATON, Esq., of Alloa	200
The late Mrs. E. J. SEARLE, of Truro	100
The late CHARLES HACK, Esq., of Norwood	50

Read letter from the Secretary of the International Fisheries Exhibition of the 15th May, stating that the Special Commissioners appointed by Her Majesty's Government had decided to award to the Institution the prize of £600 offered by the Executive Council of the Exhibition for the best Life-boat, together with a Gold Medal.

Reported the transmission to their Stations of new Life-boats for Hythe, Walmer, Port Eynon and Newport (Pem.).

The South Eastern Railway Company had kindly conveyed the Hythe Life-boat from

London to Folkestone, and brought back the old one to London, free of charge.—To be thanked.

Decided, that new Life-boats be sent to New Brighton and Cullercoats.

Paid 4,044l. 9s. 2d. for sundry charges on various Life-boat Establishments.

Voted 50l. 15s. 6d. to pay the expenses of the Llanddulas, Southport and Rye Life-boats in rendering the following services:—

	Lives saved.
Brigantine <i>St. Olaf</i> , of Mandal	7
Schooner <i>Mary and Ann</i> , of Dundalk	3
Schooner <i>Brilliant</i> , of Fowey—remained by vessel.	

(Accounts of these services are given on page 450.)

Voted also 32l. 12s. to pay the expenses of the Broadstairs, Whitburn, Bude, Rhyl No. 2, and Winchelsea Life-boats in assembling their crews or putting off in reply to signals of distress shown by vessels not ultimately requiring the services of the Boats.

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

Voted 2l. to JOHN MCCARTHY of Cahirciveen, co. Kerry, and his three sons for saving five men whose boat was swamped while crossing Ballinskelligs Bay during a strong S.W. wind on the 25th April.

Also 1l. (in addition to a reward which they received from the Regatta Committee) to four men for rescuing three of the crew of a boat which had sunk while taking part in the Dundrum Regatta in August last. 1l. was also awarded to two men who put off in a boat from the shore and picked up another of the crew, who, unfortunately, died after being landed.

Thursday, 3rd July.

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.

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

1. Bembridge, Hayling, Worthing, Shoreham, Brighton, Newhaven, Hastings, Eastbourne, Winchelsea and Rye.

2. Cardigan, Newport, Newquay (Cardigan), Aberdovey, Aberystwith, Barmouth, Rhyl (two Boats), Llanddulas, Llanaelhaiarn, Holyhead, Portmadoc, Llandudno and Rhoscolyn.

3. Piel, St. Anne's, Blackpool, Lytham and Kingstown.

4. Banff, Fraserburgh, Whitelink, Peterhead, Cruden, Newburgh, Stonehaven, Gourdon and Montrose (two Boats).

5. Hasborough, Palling (two Boats), Winterton (two Boats), Yarmouth, Caister (two Boats), Gorleston (two Boats), Lowestoft, Pakefield (two Boats), Southwold (two Boats), Kessingland (three Boats), Dunwich, Thorpeness, Aldborough, Harwich and Clacton.

Reported the receipt of 650*l.* from the Central Co-operative Board, Manchester, to defray the cost of the Cullercoats new Life-boat, to be named *The Co-operator No. 1.*—*To be thanked.*

Also 650*l.* from Mrs. J. H. MacDONALD, of Brighton, to provide a new Life-boat to be called *The Jane Hannah Mac Donald*, and placed on some part of the English, Scotch, or Welsh coast.—*To be thanked.*

Also 550*l.* from Mrs. POLSON, of Clevedon, being the amount of a collection for a Life-boat to be named *The Brothers*, and stationed at Redcar.—*To be thanked.*

Also the following other special contributions since the last meeting :—

	£	s.	d.
Miss PHILIP SMITH, Lucerne.	100	-	-
EDWARD F. WHITE, Esq., and Miss WHITE, Blackheath, annual subscription to defray the expense of maintaining a Life-boat	75	-	-
Elder Brethren of the Trinity House	52	10	-

—*To be severally thanked.*

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

	£
The late Miss ANN BALL, of Ball's Pond	1,200
The late WILLIAM JOHN PAYNE, Esq., City Coroner, Fifth Share of Residue of Property.	
The late Mrs. TURNBULL of Edinburgh (duty free)	200
The late Mr. JOHN DOWNES of Blackheath (duty free)	100

The Committee expressed their deep regret at the lamented death of C. C. ALDRED, Esq., the valued Chairman of the Great Yarmouth and Caister Branch of the Institution, and directed that the expression of their sympathy be conveyed to his widow in her great affliction.

The Silver Medal of the Institution, a copy of the vote inscribed on vellum, and 20*l.*, were awarded to Mr. WILLIAM TEEL, late coxswain of the Plymouth Life-boat, on his retirement from that post after twenty-two years' service.

Also the Second Service Clasp and 25*l.* to Mr. MARCUS BOYLE, in recognition of his good services in saving life from shipwreck during the twenty-six years he was Coxswain of the Wexford No. 2 Life-boat.

Also 25*l.* to Mr. Thomas Dobson, who was about to resign the position of Coxswain of the Donna Nook Life-boat which he had held for twenty-seven years.

The Silver Medal of the Institution had been previously awarded to Mr. DOBSON in acknowledgment of his valuable services in the Life-boat.

Also 25*l.* to Mr. ROBERT WILLIAMS, Coxswain of the Portmadoc Life-boat, who had been compelled through ill-health to retire from that post which he had occupied for sixteen years.

Reported the transmission of the Barmston new Life-boat to its Station.

Decided, that a new Life-boat Station be formed at Fethard, co. Waterford.

Also that the Life-boats at Blackrock and

Youghal (Ireland) be replaced by new ones possessing all the latest improvements.

Also that various works be carried out at the Walton-on-Naze, Balcarry, Crail, Penzance, and Totland Bay Life-boat Stations, at an expense of 2,934*l.*

Paid 4,656*l.* 11*s.* 5*d.* for sundry charges on various Life-boat establishments.

Voted 76*l.* 16*s.* 4*d.* to pay the expenses of the Wexford No. 2, Rhyl No. 1, Fishguard No. 1, Deal, and Winterton No. 2 Life-boats, in putting off with the view of rendering assistance to vessels which did not eventually require the help of the Boats.

Also 1*l.* to two men for going along the rocks, up to their waists in water, and saving, by means of lines, three men from a boat which had been driven by the wind into the breakers near Gateholm Island, Pembrokeshire, during a fresh wind from the S.W. on the 7th May.

Also 1*l.* to two men for rescuing two persons whose canoe foundered in Poole Harbour, Dorset, during a S.E. wind, on the 24th May.

THURSDAY, 7th August.

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.

Read the report of the Chief Inspector of Life-boats on the transmission of a new self-righting Life-boat to New Brighton by sea, and on his recent visits to New Romney, Newhaven, Swanage, Weymouth, Plymouth, Falmouth and St. Ives.

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

1. Lydd, New Romney, Hythe, Dover, Kingsdowne, Walmer, North Deal, Kingsgate, Ramsdare, Margate and Broadstairs.
2. Llanddwyn, Rhosneigr, Porthdinllaen, Cemaes, Cemlyn, Penmon, Moelfre, Abersoch, Weston, Burnham and Watchet.
3. Dunmore.
4. Arbroath, Buddon Ness, Broughty Ferry, Kildonan, Anstruther, St. Andrews, Tynemouth (two Boats), Blyth (two Boats), Cullercoats, Newbiggin and Cresswell.

Reported the receipt of 650*l.* from Miss A. F. Howis, of Tulse Hill, to provide a new Life-boat to be named *The Emma Frisby*, after her late sister, and placed on the English and Welsh coast.—*To be thanked.*

Also the receipt of 650*l.* from R. W. HOLLON, Esq., of York, to defray the cost of a new Life-boat about to be sent to Filey, which is to be named *Hollon the Second.*—*To be thanked.*

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

	£	s.	d.
"Youth" Life-boat Fund, per W. INGRAM, Esq., in aid of Skegness Life-boat	139	18	3
Loyal Order of Ancient Shepherds, in aid of <i>Good Shepherd</i> Life-boat at Cemlyn (additional)	114	-	-

	£	s.	d.
Ancient Order of Foresters, annual subscription in aid of support of Forester and Forester's Pride Life-boats	100	-	-
Worshipful Company of Drapers, annual subscription	52	10	-
Collected at Glasgow Custom House, per M. O'HALLORAN, Esq. (additional)	27	-	-
A. HUTCHINSON, Esq., and the Misses CHARLOTTE and FANNY HUTCHINSON (additional)	25	-	-
GEORGE WEBSTER, Esq., further on account of his Life-boat fund	12	10	-

—To be severally thanked.

Voted the thanks of the Institution to the Rev. I. H. GOSSEY, in acknowledgment of his fifteen years valuable services as Honorary Secretary of the Bideford and Appledore Branch of the Institution, which office he had been compelled to resign on account of ill health.

Also to Mr. CHARLES RASHLEY, Chief Officer of H.M. Coastguard at Kessingland, Suffolk, for his kind services as Honorary Secretary of the Kessingland Branch of the Institution during the past nine years.

Accepted a tender amounting to 360*l.* for erecting a new Life-boat House at Cloghy, Co. Down.

Paid 2,960*l.* 19*s.* 4*d.* for sundry charges on various Life-boat establishments.

Voted 18*l.* 5*s.* to pay the expenses of the Margate Life-boat in putting off, on the night of the 28th June, in reply to signals of distress, when her services were not ultimately needed.

Also 6*l.* 3*s.* to the crew and launchers of the Aldborough Life-boat, for assembling, in reply to signals, on the 30th June.

Also 15*s.* to three persons for rescuing four other persons whose boat had sunk off Valentia, Co. Kerry, during a light S. breeze on the 20th May.

THURSDAY, 4th September.

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 report of the Chief Inspector of Life-boats on his visits to Liverpool, New Brighton, Kingstown, Poolbeg, Wicklow, Dunmore, Duncannon, Tramore, Fethard, Kilmore, Greystones, Newcastle, Cloghy Bay, Ballywalter, Groomsport, Belfast, Palling, Gorleston and Yarmouth.

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

1. Littlehampton.
2. Braunton, Appledore (two Boats), Morte Bay, Lynnmouth, Ilfracombe, Clovelly, Padstow, Port Isaac, Newquay, Bude, Looe, Fowey, Mevagissey and Portloe.

3. New Brighton, Kingstown, Dunmore, Wicklow, Poolbeg and Tramore.

4. Campbeltown and Southend.

5. West Hartlepool (two Boats), Seaton Carew, Hartlepool (three Boats), Sunderland (four Boats), Whitburn and Seaham.

Reported the receipt of 500*l.* from Mrs. R. F. BROWNE, of Dublin, to provide a Life-boat to be named *The Richard Brown*, and placed, when practicable, on the coast of Dublin.—To be thanked.

Also the receipt of the following other special contributions:—

	£	s.	d.
Honourable Artillery Company Dramatic Club, on account of the Walton-on-Naze Life-boat	400	-	-
Tyne Improvement Commissioners	52	10	-
Offerory on board H.M.S. <i>Tourmaline</i> , per the Rev. JAMES PAYTON, R.N., Chaplain	7	5	-
Collected on board the s.s. <i>Orient</i> , per Captain HEWISON (additional)	5	-	-

—To be severally thanked.

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

	£	s.	d.
The late Mrs. JANE DODGSON, of Blackburn	5000	-	-
The late JAMES MOFFAT, Esq., of Port Glasgow	1000	-	-
The late E. F. CARTER, Esq., of Earlswood	300	-	-
The late FRANCIS PARNELL, Esq., of Blackpool	105	-	-
The late THOMAS BROWNING, Esq., of Queen's Mansions (duty free)	52	10	-

Reported that the annual sermons on behalf of the Anglesey Branch were preached in the churches of Llanfaes and Penmon on the 17th August, by the Rev. M. PRICE WILLIAMS and the Rev. ELIJAH OWEN, and that the collections amounted to 32*l.*—To be thanked.

Voted the thanks of the Committee to JAMES GORHAM, Esq., in acknowledgment of his valuable services as Honorary Secretary of the Chichester Harbour Station of the Institution during the past seventeen years.

Reported the transmission to their Stations of Life-boats for Whitehaven, Littlehampton, and Palling.

The Great Eastern Railway Company had kindly conveyed the Palling Boat to its Station free of charge.—To be thanked.

Decided to replace the Life-boats at present at Groomsport and Ballywalter (Ireland) by new ones possessing all the latest improvements.

Also to accept a tender amounting to 678*l.* for erecting a new Life-boat House and Slipway at Totland Bay, Isle of Wight.

Paid 2,943*l.* 5*s.* 1*d.* for sundry charges on various Life-boat establishments.

NOTICE.—The next number of the 'Life-boat Journal' will be published on the 1st February next.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

Vice-Patroness—HER ROYAL HIGHNESS THE PRINCESS OF WALES.

Vice-Patrons—{ HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.
VICE-ADMIRAL H.R.H. THE DUKE OF EDINBURGH, K.G.

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

Chairman—EDWARD BIRKBECK, Esq., M.P., V.P. Deputy-Chairman—Colonel FITZ-ROY CLATTON.



APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1883) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £27,083 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. During the same period it contributed to the saving of 955 persons from various Shipwrecks on our Coasts. Every winter that comes and goes has its black record of wrecks, and its terrible list of lost lives, the average loss of lives from Shipwreck annually, on the shores of the United Kingdom, being 700.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1883.

Number of lives rescued by Life-boats, in addition to 30 Vessels saved by them	725	£	s.	d.
Number of Lives saved by Shore-boats, &c.	230			
Amount of Pecuniary Rewards for Saving Life during the Year . . . . .	...	5,397	19	4
Honorary Rewards:—Silver Medals and Clasps	14	...	...	...
Votes of Thanks on Vellum	25	...	...	...
Total	39 955	£5,397	19	4

The Committee desire to acknowledge, with gratitude, the liberal support which they have received from the British Public during the past few years,—a support which has enabled them to establish their present great Life-saving Fleet of 280 boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain the Life-boats in a thoroughly efficient state, and their crews practised in the management of their boats, which can only be effected by a large and permanent Annual Income, they earnestly appeal to all classes of their countrymen to continue to aid them in upholding and perpetuating so great and truly national a Work.

The number of Lives saved either by the Life-boats of the Society, or by special exertions, for which it has granted rewards since its formation, is 31,575: for which services 97 Gold Medals, 968 Silver Medals, and £81,300 in cash have been given as Rewards.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDEN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. COUTTS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street; Messrs. HOARE, 37 Fleet Street, London; and by all the other Bankers in the United Kingdom.—November, 1884.