

# THE LIFE-BOAT JOURNAL

OF THE

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### MARINE ARCHITECTURE AT THE INVENTIONS EXHIBITION.

THIS department of the Exhibition is, from the small number of exhibits displayed in it, hardly calculated to advance the knowledge of the general observer, in the vast changes that have taken place in the form of both fighting and mercantile vessels during the last quarter of a century. To effect this, some little illustration is wanted of the state of advancement to which this science had then reached, to be used, so to speak, as a starting-point for our meditations and comparisons. The most convenient we know of, although it dates back further than the twenty-five years to which the Exhibition is restricted, is the substance of the lectures given on this subject, amongst others, at the instigation of the late PRINCE CONSORT, after the close of the Great Exhibition in 1851, to show the result of that great and novel undertaking. The lecture on the Marine Department was given by the late Admiral WASHINGTON, long an active and valued member of the Committee of this Institution. He said, "Now steam-ships of 2000 tons burden and 500 horse-power are navigating the Pacific and Indian Oceans, and they weekly cross the Atlantic at an average rate of ten miles an hour."

Turning to war-ships, and speaking of H.M.S. *Queen*, 110 guns, then one of the finest "three-deckers" in the navy, he said, "There sat the *Queen* of the ocean,

simple, severe, yet beautiful in form, a type of the progress in art as applied to ship-building during the last eighteen centuries. The transition from the inconvenient and unsightly forms of antiquity to the graceful outline and imposing contour of a first-class ship-of-war, is no less remarkable as an indication of progress in this science, than instructive as practical evidence of the consistency of beauty of form, with those qualities of speed, strength, storage, and stability which are essential in such structures."

Where is this noble work of science and practice combined now? Long ago consigned to oblivion, and her model given a place, amongst other antiquities, in the museum of the Naval College at Greenwich, along with Henry VIII's *Grace de Dieu* and Charles's *Sovereign of the Seas*. Not only has the form in which war-ships were then built and the guns with which they were armed become things of the past, but the very material of which they were constructed has shared the same fate. The refrain of the old song, "Heart of oak are our ships," is no longer applicable. Nothing but iron and steel is admissible for such purposes. The symmetrical tapering masts and beautifully-shaped sails which formed the propelling power of ships, and gave them the appearance of a thing of life moving at sea, are now replaced by the huge funnel, fre-

quently emitting a dense column of black smoke and dirt, the unavoidable accompaniment of the marvellous machinery that has replaced the sails, and in some cases exerts the power of twelve thousand horses to force the ship ahead. There is certainly one model that demonstrates to some extent these marvellous changes, namely, that of H.M.S. *Warrior*, which although only about twenty-five years old, is, as a vessel of war, fully qualified for a place in the Greenwich Museum, by the side of the *Queen*. Admiral WASHINGTON's encomiums on the *Queen*, "simple, severe, yet beautiful in form," showing "the graceful outline and imposing contour of a first-class ship-of-war," are equally applicable to her, for, although the actual form had even at that period been much changed, she retained far more of that beauty and symmetry of mould which delighted the hearts of sailors, than her latest successor, the *Benbow*, just launched. The power and utility of these ponderous modern engines of war has yet to be proved in actual conflict, as well as that of torpedoes, torpedo-boats, machine-guns, and all the other various inventions of the day for warlike purposes.

If we turn from these to mercantile ships, or rather to that class of them more particularly referred to by Admiral WASHINGTON, as navigating the Pacific, Indian and Atlantic Oceans at an average rate of ten knots an hour, we find equally striking changes. They have risen from 2000 tons burden, and 400 horse-power, to 8000 and 6000 tons burden, and 1000 to 1200 horse-power, *nominal*, but which may mean from 10,000 to 12,000 indicated, and steaming from 16 to 20 knots an hour. Although there is an interesting set of small "half-models" exhibited showing the changes from time to time in the form of ship adopted, we can find no good full model of a passenger-steamer, to take the place in the illustration of changes that that of the *Warrior* does in those of vessels of war; but still there are, amongst others, two beautiful models of the passenger-

ship of to-day, respectively representing the Cunard Company's ships *Umbria* and *Etruria*, of 8000 tons burden, 12,000 horse-power, with 20 knots speed; and the White Star Company's ship *Britannia*, 5000 tons, 5000 horse-power, both exhibited by their owners. Apart from the increased luxury and comfort of their internal arrangements for the accommodation of passengers, with which we are not dealing, although it has quite kept pace with the other parts of the question, these ships are a study in themselves. They, like their contemporaries amongst the warships, could not have been constructed in wood; their proportional dimensions would have forbidden it, because the necessary strength could not have been obtained. We have no experience of them at sea in bad weather, but we cannot help thinking there is room to suspect their qualities as "sea-boats" in really heavy weather, although by expressing a preference for a shorter and "handier" ship in which to encounter a severe gale, we run the risk of incurring the retort that such opinions are only fit to keep company with the models of the *Queen* and *Warrior* in the Museum of Antiquities. The changes in the powers of generating and using steam in marine engines, as well as in the engines themselves, have quite—if not more than—kept pace with those in the ships themselves. Steam is now kept up to, and used at, a pressure never heard of or even dreamt of in marine boilers twenty-five years ago; one hundred pounds of pressure to the square inch is nothing uncommon, where one-third to one-fourth that amount was the common limit. The reduction in the consumption of fuel, in proportion to power obtained, has also increased tremendously—indeed to even more than one-half.

Amongst all these rapid and great changes and improvements in marine architecture we cannot pass over that part of the science naturally most interesting to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, viz., the construction and propulsion of Life-boats. After the failure of so sub-

stantial a prize as that of 600*l.* offered by the International Fisheries Exhibition of 1883, to produce anything that could compete successfully with the self-righting Boat of the Institution, we suppose it was hardly to be expected that the present Exhibition would be more fruitful. The position of this Institution renders it incumbent on it to have the best Boat, and to be always ready, like the knights of old, to defend its pretensions to the position it assumes against all comers, by competing on all fitting occasions at exhibitions; and of course success at such competitions must be very gratifying to all concerned; but there is the attendant danger in being always first, of being lulled into a sense of security, and consequent loss of readiness to go on improving from time to time. We think the two models now exhibited will show that this misfortune has not yet fallen on this Institution whatever the future may have in store. Both the models have the same object in view, namely, to increase the stability and consequent sea-worthiness of the boats without lessening that quality vital to a Life-boat, viz., the ability to go into shoal water by being of light draught. The water-ballast tanks are a re-introduction of an old principle but with considerable modifications. The tanks vary in number according to the size of the Boat, and one or more can be filled as circumstances demand that the Boat should be more deeply immersed bodily, or trimmed more by the head or stern, &c.; they are so arranged, each having its

independent pump and plug, that the water can be run in in one minute and pumped out again in the same time, and they in no way affect the self-righting power of the Boat.

The drop or sliding-keel is a complete novelty, and one that has added very materially to the stability, weatherliness, and the handiness in working of the Boat, and consequently to her power and usefulness as a Life-boat; more particularly in working off a lee shore or to the relief of vessels on outlying sands where the assistance of a steam-tug is not procurable. The drop-keel can be used wholly or partly down, or with one end triced up and the other down; when running before a heavy sea lowering the after end only will assist greatly in keeping the Boat straight, and consequently preventing her broaching-to. A judicious working of it by tricing up first one end and then lowering that and bracing up the other, considerably increases her power of tacking or wearing in a heavy sea. It is not intended that the keel should be kept down in shoal water or when approaching a wreck, but should this be done, and the keel be so bent by striking the ground, or a piece of wreck, that it could not be triced up, it could be slipped and abandoned altogether. The Boat would still have the average stability and other sea-going qualities of a self-righting Boat of her class. Her self-righting power is very good, and in fact equal to that of any other boat either with or without the keel.

#### COLLISIONS AT SEA IN FOGS.

THE Council of the SOCIETY OF ARTS appointed a Committee in March, 1883, with the full concurrence of the Marine Department of the BOARD OF TRADE, to inquire into and consider the question of collision at sea, the scope of the inquiry being afterwards reduced to *collisions in fogs*. The Committee sat under the chairmanship of Sir WILLIAM SIEMENS

until his lamented death, when Admiral of the Fleet, Sir A. P. RYDER, K.C.B., was elected to succeed him.

The SOCIETY OF ARTS in taking up this important subject added another to the list of public services it has performed; for the report resulting from the evidence obtained by the Committee discloses a most undesirable state of affairs, which

in the interest of all who go to sea, cannot be made too public, or the necessity for reform pressed too strongly home on those who have the power, and whose duty it is to initiate it. The subject was afterwards considered and discussed at the United Service Institution, and both the report and the account of the discussion, which was carried on mostly by speakers decidedly entitled to claim the position of experts on the question, are deserving of serious thought and consideration. In dwelling shortly on it in these pages, it is not our intention to criticise the subject in detail, or to put forward specific propositions of our own for improving the law. Even the Committee of the SOCIETY OF ARTS, specially appointed to investigate the subject, do not consider themselves in a position to recommend any one of the systems described in preference to the others, so that we may well restrict ourselves to general notice of the matter, and by so doing show the sympathy of the ROYAL NATIONAL LIFE-BOAT INSTITUTION with a work that, although it lies beyond its immediate province—saving life from shipwreck on the shores of the United Kingdom—is very closely allied to it.

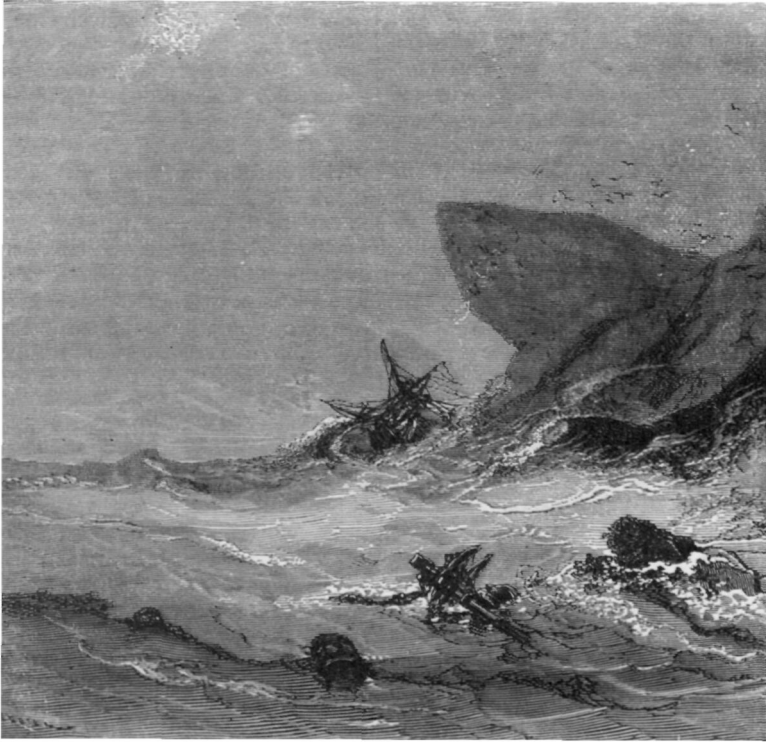
The law governing the action of vessels during fogs, based upon the regulations for preventing collisions at sea, prepared by the British government, and submitted to all foreign mercantile nations, by twenty-eight of whom, including all the great maritime powers, they have been adopted, may be considered not only international, but also on the whole reasonably calculated to meet the requirements of the situation; otherwise they would not have secured, practically speaking, the universal adherence of governments to their provisions. If this is the case on the one hand, we might, on the other, look for general acquiescence, and indeed obedience to the law so laid down, on the part of those for whose protection and in whose interest it has been made. But what do we find? Systematic

and ably-defended infraction; indeed contempt of the law exhibited by the large majority of those concerned, whether captains, owners, or passengers, and apparently by the postal authorities, indirectly if not directly. This more particularly applies to those parts of the regulations governing the action of vessels during fogs, and the speed they shall not exceed, &c.; also to merchant ships rather than to vessels of war, because the latter have not the same inducements to break the regulations as the former have. That this is the case is incontestably shown by the report, because statements that it is so, and arguments in favour of such a course were presented to the committee by those implicated, although their names are naturally withheld. Without entering into the merits of the case one way or the other, we maintain that there is certainly cause for immediate and exhaustive inquiry, under the authority and responsibility of government, into the provisions of a law so framed that it compels many, if not most of the leading officers in the mercantile marine of this country systematically to break it, and so render themselves liable to all sorts of penalties, not excluding trial and punishment for manslaughter.

The question is one of great difficulty, and requires the most careful investigation and treatment, and we believe that any law to be satisfactory must leave much to the intelligence and the readiness of resource of the various officers in meeting ships. We think it impossible to lay down any hard and fast rule to meet every case or combination of circumstances which may be encountered in such a constantly varying scene as a fog at sea, and two ships meeting.

The subject might be considered as coming within the powers conferred on the Commission on Loss of Life at Sea, now sitting, with the Earl of Aberdeen as chairman, but could probably be better dealt with by a commission containing amongst its members more marine experts.

## ADDITIONAL STATIONS AND NEW LIFE-BOATS.



PENZANCE.—This Life-boat establishment has been entirely renewed by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, a handsome new boat-house, provided with a bell-turret and bell, having been erected on a more convenient site, granted to the Institution by the Town Council, and a new 10-oared Life-boat, 34 feet long and 8 feet wide, furnished with a transporting carriage, having been sent in the place of the smaller boat and carriage originally placed here. The whole expense of the renovation of the Life-boat Station was defrayed by HENRY MARTIN HARVEY, Esq., of Hexworthy, near Launceston. The completion of the new house was celebrated by a public demonstration on the 11th of February last. The boat, after it had been drawn on its carriage through the town, was taken to the house, and Mr. HARVEY handed over the key of the building to the representative of the Institution, Commander C. LA PRIMAUDAYE, R.N., District Inspector of Life-boats.

It was transferred by him to the Mayor of Penzance, who was in attendance with the other local authorities and thanked the donor in suitable terms. The boat, which is named *The Dora*, was subsequently launched from the quay into the harbour, a drop of about 10 feet, and afterwards placed in the house. The proceedings were witnessed by a large gathering of the local residents. The new boat has given every satisfaction to the crew. It has already performed good service in saving life, as described on p. 644.

DUNMORE, Co. WATERFORD.—A new Life-boat station has been formed by the Institution at Dunmore, near the entrance to Waterford Harbour, which is considered a good position, under certain circumstances, for a powerful sailing-boat, there being a sufficient number of fishermen in the neighbourhood to form the Life-boat crew. An influential Local

Committee has been formed, of which Sir R. J. PAUL, Bart., is Chairman, and the Vicar of Dunmore East, the Rev. W. G. GILLMOR, the Honorary Secretary. A good site for the boat-house has been granted to the Institution by the Commissioners of Public Works in Ireland, and a large Life-boat, 37 feet long and 9 feet wide, provided with sails, and rowing 12 oars, double banked, has been placed on the station. The cost of the boat has been defrayed from a legacy bequeathed to the Institution by the late Mr. HENRY DODD, of Rotherfield, and the boat bears his name.

MIDDLESBROUGH, YORKSHIRE.—The Life-boat on this station has been replaced by a new 34-foot 10-oared boat, the cost of which has been met by the bequests of the late Mr. and Mrs. EDWARD FIRBANK, of Uplyme, Devon, the boat being named, in accordance with their request, *The Thomas and Isabella Firbank*. On the 11th of October last the new Life-boat had its first trial trip in a gale of wind and a heavy sea, when its seafaring capabilities were severely tested; in crossing the bar, one or two very heavy seas were shipped, but were at once discharged through the self-acting valves, and altogether the boat's behaviour gave entire satisfaction.

MOELFRE AND BULL BAY.—These two Life-boat stations on the Island of Anglesey have been furnished with new boats possessing all the latest improvements, including water-ballast fittings, which consist of a series of tanks amidships, one or more of which can be filled with water or emptied at will in the space of one minute. The object is to increase the ballast and immersion of the boat, and consequently her draught of water and stability, when circumstances admit of so doing, without materially increasing her fixed weight for land carriage, or her draught of water when launching, or in very shallow water. The Life-boats have all the other characteristics of the boats of the Institution in the way of self-righting, self-ejecting water, &c. A new transporting and launching carriage has been provided for the Bull Bay boat. The cost of the Moelfre new Life-boat, which is named *The Star of Hope*, was presented to the Institution by Mrs.

ATHERTON HOWARD, of Cheltenham; and that of the Bull Bay boat was provided by Miss CURLING, of Camberwell, the boat bearing her name. It will be remembered that it was in the neighbourhood of the Moelfre Life-boat Station that the terrible wreck of the *Royal Charter* took place many years since, with the loss of 455 lives.

PALLING, NORFOLK.—The No. 1 Life-boat at Palling has been withdrawn, and a new 37-foot 12-oared boat placed there in its stead, the cost of which was provided by W. J. GUERRIER, Esq., the boat, at his request, being named *The Good Hope*. The boat has been afloat twice on service, and the crew on one of these occasions helped to save eight men from a stranded barque.

LITTLEHAMPTON, SUSSEX.—A new Life-boat station has been formed by the Institution at this port, for the protection of the numerous sailing vessels trading there, and the boat at Chichester Harbour, named *The Undaunted*, presented by the late Mr. RICHARD THORNTON WEST and Mrs. WEST, has been transferred here and placed in a new boat-house erected for it on a convenient site granted by the War Department. The boat will be worked by a combined crew of coastguardmen and fishermen. The public inauguration of the new station took place on the 25th of August last. After the boat had been taken round the town on its carriage, it was placed on the beach, and the District Inspector of Life-boats, Commander NEFEAN, R.N., then handed it over to the Local Committee, which was represented by Mr. WHITEHEAD, Chairman of the Local Board, Rev. H. MITCHELL, Honorary Secretary of the Chichester, Selsey, and Littlehampton branch of the Institution, and Captain HILLS, R.N., Chairman of the sub-committee—all of whom responded—after which the boat was launched, and the crew put through the usual exercise.

FERRYSIDE, CARMARTHEN BAY.—A new water-ballast Life-boat, 37 feet long, 8 feet wide, and rowing 12 oars double banked, has recently replaced the boat on this station. Like the former boat, which was presented to the Institution by the Manchester Branch, it is named *The City of Manchester*.

CULLERCOATS, NORTHUMBERLAND.—The Life-boat on this station has been replaced by one of the modern type, measuring 37 feet by 8 feet, and rowing 12 oars, double-banked, the cost of which was presented to the Institution by the Co-operative Wholesale Society, the headquarters of which are at Manchester, and which also possesses branches at London and Newcastle; the Society numbers upwards of 400,000 members, and this gift commemorated the twenty-first anniversary of the Society. A grand demonstration took place on the occasion of the first launch of this new Life-boat, on the 13th September last. The following was the programme of the proceedings:—

At 1 P.M. the members of the Northern Section of the Central Co-operative Board, with the Committees of the Local Life-boat Institutions, and the Board of Management and Members of the North Shields Industrial Co-operative Society, Limited, together with the crews of the Cullercoats and Tynemouth boats, under the instruction of Commander NEPEAN, R.N., District Inspector of Life-boats, received the new Life-boat, *Co-operator No. 1*, at the railway-station, North Shields, and escorted it, in the presence of thousands of enthusiastic spectators, to the Aquarium at Tynemouth, arriving about 2 P.M.; when the procession was re-formed, and proceeded to Cullercoats Haven, to present, name, and launch the Life-boat. The procession was then made up as follows:—

Band of the Northumberland Hussars.  
Members of the Central Co-operative Board.  
Members of the North Shields Co-operative Pioneer Fishing Society.  
Members of the Northern Section of the Central Co-operative Board.  
Committee and Officers of the Newcastle, Tynemouth and Cullercoats Branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.  
The new Life-boat, manned by the crew of the Cullercoats Station, drawn by eight powerful horses, the property of the Co-operative Wholesale Society and North Shields Industrial Co-operative Society.  
Members of the General Board of Management of the Co-operative Wholesale Society.  
Members of the Newcastle-upon-Tyne Branch Committee Co-operative Wholesale Society.  
Employees of the Co-operative Wholesale Society, Newcastle-on-Tyne Branch.  
Deputation from the Wallsend Branch of the Women's League for the Spread of Co-operation.  
Deputations from various other Local Societies.  
Representatives of the Press.

The procession having arrived at Cul-

lercoats Haven, the chair was taken by Mr. THOMAS RULE, Chairman of the Northern Section of the Central Co-operative Board. The hymn, "For those in peril on the Sea," was then sung, the singing being led by a choir of fisher-girls, after which prayer was offered by the Rev. R. F. WHEELER, Vicar of Whitley, having special reference to the dangers of the sea. Mr. J. T. W. MITCHELL, Chairman of the Co-operative Wholesale Society, then briefly explained the origin and present position of that Society, and trusted the Life-boat they had presented would be the forerunner of many such boats, whereby the lives of those on the waters might be saved to serve and benefit their country.

In the unavoidable absence of Mr. EDWARD VANSITTART NEALE, General Secretary of the Central Co-operative Board, Mr. BLAND, of Huddersfield, on behalf of the co-operators of England, presented the Life-boat to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and the gift was accepted by the District Inspector of Life-boats, Major WILLIAM ADAMSON, Honorary Secretary of the Cullercoats Branch, and Mr. P. J. MESSENT, C.E., Honorary Secretary, Tynemouth Branch. Major ADAMSON said that he would guarantee that the Cullercoats fishermen would always do their duty with the Life-boat.

Prior to the launch, the ceremony of naming was performed by Mrs. HENRY R. BAILEY, wife of the Honorary Secretary of the Northern Section of the Central Co-operative Board. Having broken the customary bottle of wine over the bows of the Boat, she said, "I name this Life-boat the *Co-operator No. 1*, and I hope it may be the means of saving many lives. God bless it."

Votes of thanks, moved by Mr. ALBERT GREY, M.P., and seconded by Mr. J. C. STEVENSON, M.P., closed the proceedings. The following Life-boats took part in the launch and trials of the new boat: No. 1, the *Charles Dibdin*, Tynemouth; No. 2, the *Forester*, Tynemouth; No. 3, the *Palmerston*, Cullercoats; No. 4, the *Co-operator No. 1*, Cullercoats.

The band of the Northumberland Hussars played selections during the launch and trial of the boat.

The Directors of the North Shields Industrial Co-operative Society, Limited,

entertained at tea the wives of the Cullercoats fishermen; also the staff of *employées* engaged by the Society.

CLACTON-ON-SEA, ESSEX.—THE NATIONAL LIFE-BOAT INSTITUTION has recently sent a new Life-boat to Clacton-on-Sea, to take the place of a smaller boat on that Station. The new boat is 39 feet long, 9 feet wide, rows 12 oars double banked, and possesses all the latest improvements. Amongst other things it is fitted with a sliding keel, being a new adaptation of the centre board to the requirements of a Life-boat, which materially increases her stability and weathery qualities whilst in deep water, without sacrificing the flat floor and light draught, so necessary when in shallow water. The sliding keel can either be lowered to its full extent at both ends, giving a uniform increased draught of 14 inches for its whole length, or it can be triced up at either end, or put in any desired position. Should it be bent by a blow, or other cause, so that it cannot be triced up, it can be slipped downwards and abandoned, and the boat will nevertheless be a stable self-righting Life-boat. A new transporting and launching carriage has been provided for the boat, and two wooden slipways have recently been constructed for her use at a very considerable expense, so that she can readily be launched from either side of the pier at Clacton. The new boat, like the old one, is named the *Albert Edward*, after H.R.H. the Prince of Wales.

BRIDLINGTON and REDCAR, YORKSHIRE; HYTHE and NEW ROMNEY, KENT; BRIGHAM and PLYMOUTH, DEVON; FISHGUARD (Nos. 1 and 2), PEMBROKESHIRE; SILLOTH, CUMBERLAND; CASTLETOWN, ISLE OF MAN; GROOMSPORT, BALLYWALTER, BLACK ROCK (DUNDALE), DROGHEDA (No. 2), and YOUGHAL, IRELAND.—The Life-boats on these stations have been replaced by boats

of the modern type, possessing all the latest improvements. The Bridlington boat was provided from the legacy of the late Mr. W. J. PAYNE, of Reigate, and is named the *William, John, and Frances*. The cost of the Redcar new Life-boat, which is named *The Brothers*, was defrayed from a collection made by four ladies, E. B., M. P., and A. and E. J., Cheddar. The new boat for Hythe is named *The Mayer de Rothschild*, like its predecessor, which was the gift of Lady ROSEBERRY. The New Romney Life-boat was presented to the Institution by Mr. JOSEPH SPAWFORTH, and is named the *Sandal Magna*. The legacy of the late Mr. BRIAN BATES, of Buxton, was appropriated to the Brixham new boat, which bears Mr. Bates's name. The Plymouth Life-boat, *The Escape*, was the gift of Miss LUCY HARRIS, of Lower Clapton. The No. 1 Life-boat at Fishguard, like the one it superseded, will be known as the *Sir Edward Perrott*. The No. 2 boat on that Station, the *Appin*, was provided from the bequest received from the late Miss DOWNIE, of Appin, Scotland. Miss ANNIE F. HOWIS, of Tulse Hill, gave the Silloth Station its new boat, which, in accordance with her wishes, is named the *Emma Frisby*. A legacy left to the Institution by the late Mrs. BRADSHAW, of Reading, for three Life-boats to be respectively known as *Faith, Hope, and Charity*, has been appropriated to the new boats sent to Castletown, Cloughey, Co. Down, and Drogheda. Those for Groomsport, Ballywalter, Black Rock, and Youghal were also the result of legacies to the Institution received respectively from the late Mr. GEORGE POOLEY, of Hadley; Mr. WILLIAM WALLACE, of Curtain Road, Shoreditch; Mrs. HELEN BLAKE, of Handcross House, Sussex; and Mrs. MARY LUCKOMBE, of Brighton. The Black Rock Life-boat is known as the *General R. Dudley Blake*; the other boats severally bear the names of their donors.

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

MABLETHORPE.—The fishing-smack *Primrose*, of Grimsby, stranded on the Knoll off Mablethorpe, during a S.S.E. wind, at 2 A.M. on the 3rd of January, 1885. She made signals of distress, and

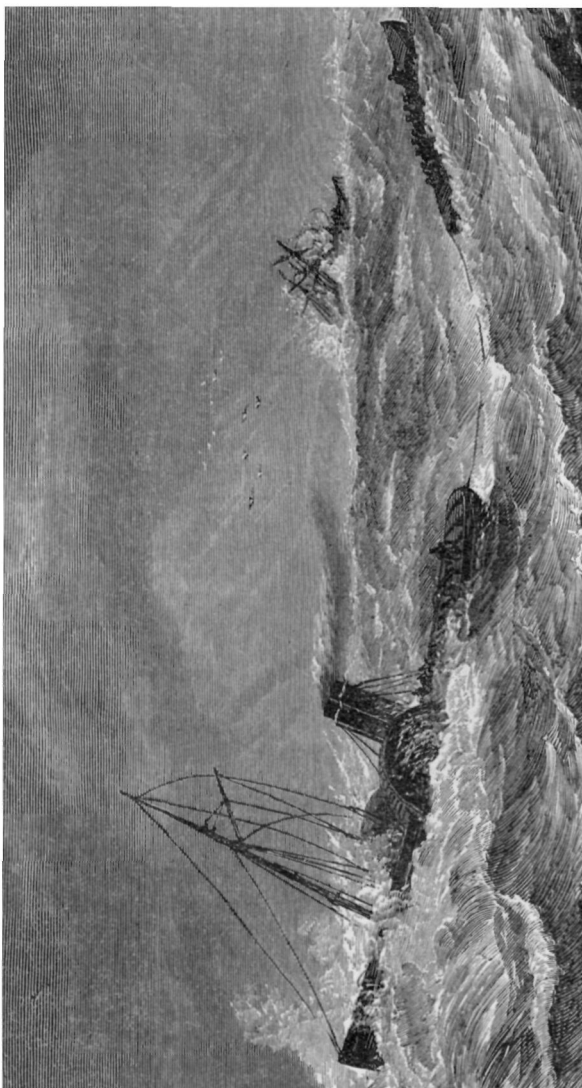
the Life-boat *Heywood* put off to her assistance, and remained by her until she floated.

LYDD, DUNGENESS.—On the evening of



the 10th of January, signals of distress were shown by a vessel anchored in the East Bay, Dungeness, during a moderate W.S.W. gale and a rough sea. The *David Hulett* Life-boat was launched at 6.30 p.m., and found that the schooner

the 3rd of April, in response to which the *David Hulett* Life-boat went afloat at 10.30 p.m., and found the barque *Queen Victoria*, of Dublin, stranded on the Swallow Bank. At the master's request, the Life-boat remained by the vessel



*Margaret*, of St. Ives, laden with nuts from Spain, had dragged her anchors, and had been in collision with a steamer. The schooner's crew of three men were taken into the Life-boat and brought safely ashore.

Signals of distress were observed on

until the tide ebbed, when the crew were able to walk ashore. The barque became a total wreck. She was bound from Savannah for Hamburg, with a cargo of resin, and had a crew of eleven men.

CAISTER, NORFOLK.—At 1.40 A.M. on

the 5th of January, flares were seen on the Barber Sand during a fresh breeze from S.S.W. and a moderate sea. A yawl having been promptly launched, and proceeded to the sand, found the dandy *Tyro*, of London, aground there. About half-an-hour afterwards the yawl signalled for the Life-boat, whereupon the No. 2 Life-boat, the *Godsend*, went off and remained by the vessel until she floated.

On the 19th of January, at 9 A.M., the No. 2 Life-boat, the *Godsend*, was launched to the assistance of the brig *Triton*, of Svelvig—bound from Memel to France with oak boards—which was in a dangerous position near the Scroby Sands, during a N.E. wind and a heavy sea. With the help of the Life-boat and a steam-tug, the vessel, which carried a crew of six men, was taken safely to Yarmouth Roads.

Large flares were seen in the direction of the Cross Sand at 9 P.M. on Sunday the 8th of March, and the Lightships fired guns and rockets. The No. 1 Life-boat, *Covent Garden*, went to the sand, and found the three-masted schooner, *Akyab*, of Genoa, bound from Cyprus for Hull, with locust-beans. With the aid of a steam-tug, a yawl, and the Life-boat, the vessel was got afloat, and made for Harwich, the Life-boat accompanying her. On nearing the Shipwash Lightship, at about 7 o'clock the following morning, a steamer was seen on the sand, with a signal of distress flying. The Life-boat at once cast-off, set sail, and went to her assistance; she proved to be the *Bedale*, of Scarborough, bound from Hull for the south of France with coal-tar pitch. The master engaged the Life-boat men to try to get the steamer afloat, and to remain by him in case of bad weather. A yawl having subsequently arrived, her crew were employed to heave the cargo overboard; but after working for some time, the weather became so bad that they were compelled to leave. The wind and sea continued to increase, and as the sea was breaking right over the vessel, her crew of nineteen men, a pilot, and a dog, were taken into the Life-boat, and landed at Harwich at about 5 P.M. While crossing the sand several very heavy seas were shipped. The Life-boat remained in the harbour during the night, and at about 7 o'clock on the following morning was

towed out to the steamer, and found that she had made but little water. The crew of the yawl returned to the vessel, a tug bringing out the crew of the steamer, and with the efforts of all combined, the vessel was got afloat, and was towed into Harwich at 11 P.M. The Life-boat again stayed in the harbour all night, and started for her station at 6 o'clock the next morning, arriving at 1 P.M.

NEW BRIGHTON.—Rockets were observed from the Crosby Lightship, and from the Waterloo and New Brighton Coastguard Stations, on the night of the 12th of January. The No. 1 Life-boat, *Willie and Arthur*, put off in tow of the steam-tug *Constitution*, and found the screw-steamer *Venetian*, of Liverpool, bound from Boston for Liverpool, with a general cargo and cattle, stranded near the bar. She had been obliged to port her helm so as to pass another steamer, and had been driven ashore on the Little Burbo sand during a fresh gale and a heavy sea. At the request of the master and pilot, the Life-boat remained by the steamer until the tide rose, when she floated with the help of a tug, and proceeded to Liverpool. The Liverpool Life-boat belonging to the Dock Board also put off and remained by the vessel.

The following is a copy of a letter addressed to the Honorary Secretary of the Institution's branch at New Brighton, by the master of the *Venetian*:—

“BOOTLE, 16th January, 1885.

“DEAR SIR,

“Myself, officers, pilot and crew of the s.s. *Venetian* beg you to tender our sincere thanks to the coxswain and boat's crew for their prompt response to our signals on being stranded on the Burbo bank at 10 P.M. on Sunday, the 11th instant, and for their kind voluntary behaviour in remaining by the ship all night. Enclosed please find cheque for 2l. 6s. 10d., being half the proceeds of a contribution, including my own, collected at the pay table for your Life-boat Institution. The other half goes to the Liverpool boat fund.

“I am, dear Sir, yours gratefully,

“W. H. GRANT,  
“Master s.s. *Venetian*.”

WEXFORD.—At 9 A.M. on the 15th of January, the *Civil Service No. 1* Life-boat, manned as usual by Custom House officers and pilots, was launched to the assistance of the s.s. *Slaney*, of and from Liverpool for Wexford, with a general cargo, which had stranded on the East

Bar while entering the harbour during a strong gale of wind from the E.N.E. and a very heavy sea. The Life-boat was towed out by a tug, and at about 11 o'clock came alongside the steamer, took off fifteen passengers, transferred them to the tug, and a second time proceeded to the vessel, and succeeded in rescuing her crew of seventeen men and the pilot.

GORLESTON.—The No. 1 Life-boat, the *Mark Lane*, was launched at 1.45 p.m. on the 17th of January, during a strong S.E. by E. wind and a heavy sea, to the assistance of the s.s. *Speedwell*, of Yarmouth, which had grounded on the North Sand while attempting to enter the harbour. The Life-boat laid out an anchor, and ran a hawser from the south pier-head to the steamer; but in doing so she was cast on the sand, and driven ashore by the force of the tide. The No. 2 Life-boat, the *Leicester*, then went out and remained by the vessel until she floated, and was got safely into harbour.

LOWESTOFT.—At 3 o'clock on the afternoon of the 17th of January, the second coxswain of the Life-boat observed that the trawler *Snowdrop*, of Ramsgate, had run aground on the north part of the Newcome Sand, during an E. by S. wind and a heavy sea. The Life-boat *Samuel Plimsoll* was therefore at once sent under sail to the vessel, which by this time had hoisted a signal of distress, her rudder having been knocked away, besides which she was leaking badly. She managed, however, to beat over the sand, and was taken in tow by a steam-tug, the Life-boat following astern to steer her.

NEW ROMNEY, KENT.—Distress signals having been shown by the barque *Windermere*, of Newcastle, bound from London for Rangoon, with a general cargo, during a moderate E.S.E. gale and a heavy sea, on the 17th of January, the crew of the *Sandal Magna* Life-boat were immediately summoned, and the boat was launched at 9.15 p.m. On reaching the vessel, which had stranded off Littlestone, it was found she was striking very heavily, and was driving along shore. The master and crew, thirteen in all, were therefore taken into the Life-boat, and landed at about 1.30 a.m.

BLYTH, NORTHUMBERLAND.—At 3.40 a.m. on the 19th of January, a steamer, which subsequently proved to be the s.s. *Jutland*, of Newcastle, bound from Chatham to Blyth, in ballast, with a crew of thirteen men, was observed behind Seaton Sea Rocks, burning lights and blowing her whistle. The wind was blowing very moderately from the S., but the sea was very rough. Shortly afterwards the vessel drove ashore on the rocks, and the No. 1 Life-boat, *Salford*, was at once launched, and went to her assistance. The Boat experienced much difficulty in getting round the East-pier, owing to the heavy sea; she went as close to the vessel, however, as the rocks would permit, but failed to get alongside. The coxswain, therefore, hailed the crew, and told them to stop on board their vessel, and the Life-boat would remain by them until the tide fell. Communication was subsequently effected by the rocket apparatus; but the vessel was too far off from the pier for the men to work the gear. The crew, therefore, remained on board until the tide ebbed, when they got on to the rocks and were taken to the East-pier by the Coastguard boat.

MONTROSE.—On the 28th of January, about thirty large decked-boats, and twenty smaller ones went out to the fishing-grounds at about 4 a.m. during a light wind from the N.W. About 10 o'clock the wind suddenly shifted to S.S.E. blowing strong, and the sea rose quickly. The smaller boats returned to port, followed by the larger ones; but unfortunately one small undecked boat was detained by its lines fouling, and ran great risk, the seas breaking on board her several times. This was reported by the other boats, and the Life-boat *Mincing Lane*, manned by a crew of fishermen, went out and attended the boat safely over the bar.

The *Mincing Lane* was also launched at 9.15 a.m. on the 2nd of May, to the assistance of two large decked fishing-boats, the *Excelsior* and the *Pilgrim*, which were in danger during a heavy sea and a dense fog. The Life-boat pulled out about a mile and a half blowing a fog-horn, and the fishermen, on hearing it, sailed towards the boat, which then preceded them over the bar, considerable risk being incurred in crossing it,

and the harbour was safely reached at noon.

PLYMOUTH and YEALM RIVER.—On the night of the 28th of January the Plymouth Life-boat *Clemency* and the Yealm River Life-boat *Bowman* went out in reply to signals of distress shown by the barque *Wellington*, of Windsor, N.S. The wind was blowing a gale from the S.W., accompanied by a very high sea. It was found that the vessel was brought up by her two anchors with all cable paid out, between the Mewstone and the coast, close to the rocks, but not touching them, and that she required a steam-tug to tow her to Plymouth. The Life-boats were employed several hours in passing lines and hawsers to and from the tug, under circumstances of difficulty and danger; remained by the vessel while she slipped her cables, and accompanied her into the River Yealm, where she was grounded on the mud at about 4.30 on the following morning. The sea being too heavy for the Plymouth Life-boat to work her way back, she waited until the tug left at about 4.15 p.m., and was then taken in tow and returned to her station. In consequence of circumstances connected with the death of the captain of the *Wellington*, whose body was on board the vessel, and some of the sailors being wounded, the Queen's Harbour Master requested further services from the Yealm Life-boatmen. They were placed on board the vessel, and given full power to act as guard on the crew previous to the magisterial enquiry into the case. They remained there until 4 o'clock in the afternoon.

At 4.45 on the morning of the 31st of January, the *Wellington*, which had been brought from the Yealm to Plymouth Sound on the previous evening, parted from her moorings during a gale of wind from the S. and a high sea, and drove ashore at the back of Millbay Pier. This being observed by the coxswain of the Plymouth Life-boat, he immediately called the crew together, launched the boat, and proceeded to the vessel. The Life-boatmen were requested to pass a tow-rope from a steam-tug to the vessel, and remained by her until she was towed off at about 6.30. As the ship had lost her anchors and chains, and had, therefore to be moored temporarily to a buoy, it was thought advisable to keep the Life-

boat afloat until the weather moderated at about 10.30 a.m.

PENZANCE.—During a strong S.S.W. gale and a heavy sea on the 31st of January, the Life-boat *Dora* was launched at 7.30 a.m., in reply to signals of distress shown by the barque *Petrelten*, of Porsgrund, Norway, which was riding very heavily at her anchors. Her crew of eight men, fearing the vessel would go ashore, jumped into the Life-boat immediately she got alongside, but the captain and mate decided to remain on board the ship.

On the following morning the crew returned to the vessel, the weather having somewhat moderated; but at 9.30 p.m. the wind and sea again increased, the ship's cables parted, and she drove ashore between Penzance and St. Michael's Mount, where she became a total wreck. The *Dora* Life-boat proceeded to her again, and safely landed the eight men, and the master and mate, at about 11.30. This was the first service rendered by the *Dora*, the boat having been only placed on the Station a few weeks previously.

A large number of fishing-boats were running for the harbour during a heavy gale of wind from the S.W. and a rough sea, on the morning of the 24th of April. At 8 o'clock the *Dora* was launched, and remained afloat eight hours, assisting and indicating the best course for the boats to take, the entrance to the harbour being greatly impeded by the steamer *Ransome*, which had sunk at its mouth. Happily the boats, notwithstanding the tremendous seas they had to encounter, got into the harbour without any casualty occurring.

At noon on the following day the Life-boat was again taken out and piloted some other fishing-boats, which were making for the harbour, the entry to which was still attended with danger, the sunken steamer having broken up.

In connection with these services, the following letter appeared in the *Cornishman*:—

“SIR,

“Permit me through your columns to express the thanks of the fishermen who ran to Penzance harbour in the storm of Friday last to those through whom the Life-boat was manned and made ready in the case of an emergency. Under the most favourable circumstances, taking the harbour in such a heavy sea

was a highly dangerous performance, but the danger was intensified by the obstruction the *Ransome* offered.

"The greatest care had to be exercised to get the boat through the confusion of fishing craft running into the harbour, and the greatest risk of her being smashed was run. Nevertheless she was got into a position to render assistance, if necessary.

"Fortunately her services were not required further, though several boats had narrow escapes. As one of those who ran in at this critical time, I can say the presence of the Life-boat inspired us with confidence; therefore we give thanks to the authorities and crew.

"Yours, &c.,

"A NEWLYN FISHERMAN.

"Newlyn, 28th April, 1885."

NEWBIGGIN, NORTHUMBERLAND. — At about 10 o'clock on the morning of the 2nd of February, the sea became very heavy, and several fishing cobles, which had gone out at 5 o'clock, ran much danger while returning ashore. The Life-boat *William Hopkinson*, of Brig-house, put off to their assistance, and piloted them safely in.

PORTMADOC, NORTH WALES. — At about 11.30 P.M., on the 6th of February, the Life-boat *John Ashbury* was launched, signals having been seen in the bay, during a strong S.S.W. wind and a heavy sea. She went in the direction of the light, which at 12.20 disappeared, and on the boat arriving at the place where it had been shown, nothing could be seen. At 3 A.M. the Life-boat crew dropped their anchor; for an hour after which they worked to windward until daylight, the wind increasing to a gale from the S.W., with heavy showers. At daylight they ran for Portmadoc bar, and then had a signal from a tug, which had also remained in the bay during the night. At last the Life-boatmen found the wreck, dismasted and covered by the sea, and happily succeeded in rescuing seven of the crew. The Life-boat was then taken in tow by the tug, and landed the shipwrecked men at about 11.40. The master and three of the crew had unfortunately been drowned in attempting to get ashore in their own boat. The wrecked vessel proved to be the barque *Spanker*, of

Glasgow, from Jamaica, bound for Liverpool, with a cargo of logwood.

SKEGNESS, LINCOLNSHIRE. — The *Herbert Ingram* Life-boat was launched at 8.30 A.M. on the 7th of February, and rendered assistance to the schooner *John Lee*, of and for Blakeney, from Shields, with a cargo of oilcake, which had stranded at Ingoldmell's point during a fresh breeze from S.

SCARBOROUGH. — The fishing smack *Lady's Page*, of Scarborough, while running for the harbour during a strong S.S.E. wind and a very heavy sea at 1 A.M. on the 22nd of February, grounded outside the outer pier. A flare was shown for assistance, in response to which the *Lady Leigh* Life-boat was launched, took a rope from the vessel to the pier, and on the rise of the tide the smack was warped off by the pier capstan and taken into safety.

SUNDERLAND. — The schooner *James*, of Inverness, bound for Sunderland in ballast, while making for the port during a S.S.E. wind at 9 P.M. on the 1st of March, stranded on the outer bar of the river Wear, and made signals for assistance. The No. 2 Life-boat *Mary* was launched, but grounded on a bank, the water being low; she got off again however, reached the vessel, and at the request of the master remained by her until a tug arrived and towed her off.

RAMSGATE. — In answer to signal guns, the Ramsgate Life-boat *Bradford* went out in tow of the harbour steam-tug *Vulcan* at 2.15 A.M. on the 14th of March, during a fresh N.E. wind. After cruising about for some time without finding any vessel in distress, at 5.30, a small vessel, which proved to be the ketch *Minnie*, of Bideford, bound from Newcastle with a cargo of manure, was observed stranded on the North Sand Head, and a boat was seen riding astern of the Gull Lightship. The Life-boat proceeded to the lightship, took off the shipwrecked crew of four men who had taken refuge there, and landed them at Ramsgate at 8 o'clock.

## THE LIFE-BOATS OF THE UNITED KINGDOM.

## WEXFORD AND ROSSLARE BRANCH.

LXIII. WEXFORD No. 1.—The *Ethel Eveleen*, 40 feet by 10 feet 6 inches, 12 oars.

LXIV. Ditto No. 2.—The *Civil Service* No. 1, 34 feet by 8 feet 3 inches, 10 oars.

THE early history of Wexford, like that of other and larger towns, is made up of internal feuds, periodical invasions and general anarchy, the last-named being a natural result of such a state of things. It is doubtful who were the first inhabitants, but we read of a settlement of Brigantes and Menassii, in the province of Leinster, whose chief town was Ferns, or Wexford; that they suffered severely from incursions of the Danes, who, having ravaged the open country, made a permanent settlement in the country, with their head-quarters at Weisford, or Wexford, which signifies Washed by the Tide. The Danes remained in undisturbed possession, protected by walls which they had built, until 1169, when they in their turn were attacked, and their town of Wexford captured by the English under the command of one Robert Fitzstephen, who had been invited over by Dermot McMurrrough, King of Leinster, to put down the anarchy pervading the province, caused by his offensive rule. The price for this service was a grant of the town of Wexford. Henry II. would not, however, confirm the grant, but transferred the town to Strongbow, Earl of Pembroke, who landed there two years after, and received McMurrrough's daughter in marriage.

During the Wars of the Roses, Wexford was taken by Sir John Butler, and in 1641 the inhabitants took an active part in the war of the Catholic Confederation. Large amounts were spent in fortifications, and the channel was blocked by a sunken ship. Cromwell arrived from Drogheda in 1649, but declined to accede to the terms of capitulation made by the commissioners sent to him, which included, amongst many others, the following conditions: that the people should be allowed to practise the Catholic religion; that the clergy should hold their livings,

and that the Bishop should govern the diocese. The town and castle were eventually captured, it is believed through the treachery of one of the commissioners. In the rebellion of 1798, the principal battles between the people and the royal troops were fought in Wexford, and all the records in the office of the Clerk of the Peace were then destroyed. It is supposed, however, that Wexford was one of the first towns to receive a Charter of Incorporation, and that that in use until 1841, when its corporate dignities were taken away, was obtained from James I. A new charter was ultimately granted by the Government, which is still in force.

We are indebted to a resident for the following notes on the locality. Wexford, a maritime town and Parliamentary borough on the S.E. coast of Ireland, and the principal town of the new Parliamentary division of the country, which will in future be known as S. Wexford, comprises 483 acres, with a population of 12,100. It is situated on the south bank of the River Slaney, which discharges itself into Wexford Harbour. Above the town, the river is crossed by a well-constructed wooden bridge of about 500 yards in length. The manufacture of malt is extensively carried on, but we understand that since the abolition of the duty on this article, which has induced very severe competition to spring up in other places, Wexford does not hold the important position she once did. Those, however, who know the locality well, and the suitability of the adjacent country for the growth of barley, hope that, with more prosperous seasons than those experienced for the past few years, Wexford will recover the position she appears now to have lost, or to be in danger of losing, for the production of malt. The important cement works five miles from Wexford, owned by an enterprising gentleman in the neighbourhood, are becoming celebrated for the manufacture of Portland cement, and deserve notice, as we believe this is the first attempt of the kind made in Ireland. The herring, salmon and trawl fisheries employ many persons. Until within the last fifteen years, oyster-dredging was the chief employment for about six months of the

year of the fine fleet of Wexford boats; but reckless over-fishing of small oysters, greedily purchased by French buyers to stock grounds on their coast, has left the Wexford beds almost bare of oysters. People who have scarcely attained middle age have known oysters to be sold for 6*d.* per 120: the usual price now is 2*d.* per oyster. Notwithstanding the present exhausted state of the oyster-beds, it is generally believed that, but for the trawling allowed to be carried on all the year round, by which the spat of the oysters is destroyed season after season, this very important branch of the Wexford fishery would at all events have a chance of becoming resuscitated. In the year 1870 a new oyster-bed was discovered in the vicinity of the Lucifer Lightship on this coast, and when it became generally known, fleets of boats from other places, including Wexford itself, succeeded, by incessant dredging for six weeks night and day, in removing every shell from the ground. This circumstance will illustrate what a reckless class of persons fishermen are.

Wexford Harbour forms a large and safe land-locked basin, into which the River Slaney empties itself. It extends three miles from north to south, almost in a line with the coast, and is four miles wide, embracing an area of 10,000 acres. It is admirably situated for commerce, from its close proximity to England, and also being at the entrance of St. George's Channel, but these advantages have not heretofore been availed of to the extent that might fairly have been expected, owing to the dangerous bar at the entrance of the harbour. The banks which obstruct it (the entrance) shift so frequently as to render it difficult to trace accurately their movements. Not many years ago, reports showed only from three to four feet of water on the bar; now it has improved to a depth of eleven feet at low-water neap tides; but in the passage up to the quay there are several shifting banks, that render the navigation dangerous even to those acquainted with it. An idea of the nature of these banks may be formed from the fact that one of them, the "Dogger," five or six years since, was 200 yards from the mainland; since then it has come in and joined it. It is, however, expected that the Government will be induced to grant a sufficient sum for the completion of the harbour at Rosslare,

which will in future be known as New Wexford; 61,000*l.* has been already expended in building the breakwater at Greenore Point, 1500 feet in length, but it still requires to be extended 220 feet further before the harbour can be generally used as an anchorage for all classes of vessels, and when this very important work is completed, this port will, it is expected, become the principal harbour on the coast, as the improved facilities for commerce which will then be afforded, combined with the traffic that will spring up from the undeveloped fisheries in the neighbourhood; the extensive trade in corn, butter, cattle, and other agricultural produce of the Barony of Forth which it adjoins, and the railway system of Ireland with which it is already connected, cannot fail in making it such.

Certainly, a harbour of refuge at the entrance to St. George's Channel would be an undoubted boon to the numerous vessels engaged in the coasting trade and fisheries, as the difficulties of making Wexford Harbour in bad weather must be enormous. The outlying sands, too, have proved fruitful in disaster to more than one ship, and we know of no more melancholy record than that of the wreck of the American clipper ship *Pomona*, of 1800 tons burden, which occurred on the Blackwater bank on the night of the 30th April, 1859. She sailed from Liverpool on the morning of the 27th April, for New York, having on board 400 emigrants and passengers, besides the officers and crew, 44 in number. Embarked in a fine ship, with a fair wind, no fear was entertained of any approaching calamity. Scarcely, however, had all retired to rest, than they were aroused by the cry of "Ship on shore!" It was shortly ascertained that she was a-ground on the Blackwater bank off the Wexford coast, the Captain having mistaken the then new floating Blackwater Light for the Tuskar Light, and having in consequence ordered a wrong course to be steered. For twelve hours after striking the ship held together, during which time the pumps were worked, but without keeping the water under.

The boats were lowered or hoisted out, only to be, one after the other, destroyed or upset, with the exception of two in which a few survivors escaped. The remainder were lost. The Life-boat belong-

ing to the NATIONAL LIFE-BOAT INSTITUTION, stationed at Cahore, made several attempts to proceed to the wreck, but unfortunately she was as often beaten back by the sea, and never succeeded in reaching the unfortunate vessel. In consequence of this disaster, the INSTITUTION determined to establish a Life-boat Station at Wexford, and in the latter part of the same year, viz., 1859, a boat 38 feet by 10 feet, and pulling 12 oars, was provided and despatched to her destination, where she was placed at moorings just inside the harbour mouth, with her crew of pilots and Custom-House men, who reside at Rosslare, close at hand ready for any emergency. This boat became defective and was condemned in 1871, after having saved 75 lives from nine wrecks. The Committee decided to replace her by a new one 40 feet by 10½ feet, which was presented by J. M. S., of London, and named the *Ethel Eveleen*; 73 lives, from four vessels, have been saved through the instrumentality of this boat. In the year 1866 it was determined to strengthen this Station by the addition of a second Life-boat; accordingly one 32 feet long, pulling 10 oars double-banked, was presented to the Institution by officers of Her Majesty's Civil Service, among whom 300*l.* had been collected through the agency of the "Civil Service Life-boat Fund," established for this purpose. She was named the *Civil Service*, and was sent to her station the following year. The Committee having presented the *Civil Service*, determined if possible to

relieve the Institution of the current expenses attending the gift—the average annual cost of keeping up a Life-boat Station then being about 50*l.*—and were successful.

Having been informed in 1878 that this Boat was worn out, and that it was necessary a new boat should be despatched to Wexford without delay, the Civil Service Committee paid 480*l.* for this purpose, and in October of the same year, a new Life-boat, bearing the same name as the old one, but larger, was placed in a house specially built for its reception. At the close of 1879, the Committee endowed this boat at a cost of 1000*l.*, and so secured to the Civil Service in perpetuity a Life-boat bearing its title.

The first of these two boats had, previously to being broken up in October 1878, attended 21 wrecks, saved three vessels, and the lives of no less than 122 persons; the new boat has attended eight wrecks, saved one vessel and 49 lives. Altogether the Wexford boats have been instrumental in saving, since 1859, 319 lives, and four vessels from destruction.

In the year 1883, a binocular glass with an inscription was presented by the Institution to Mr. W. COGHAN, J.P. of Wexford, in recognition of his long and valuable co-operation during the past twenty-five years as Hon. Secretary of the Branch. Mr. COGHAN was until recently the Collector of Customs at Wexford, and has always taken, and continues to take, a warm interest in the Life-boats.

## OUR INLAND BRANCHES.

### HENLEY-ON-THAMES.

LEAVING the main line at Twyford on the Great Western Railway, we proceed by a small local line to Henley, passing through Shiplake, a small station where the Thames is crossed. This village is situated at the foot of hilly slopes, on one of which is its picturesque church with an ivy clad tower, overhanging one of the finest bends of the river. Here James Granger, author of the Biographical History of England, died while administering the Holy Communion in the year

1776, and here too Alfred Tennyson was married.

As the train approaches Henley, glimpses of the noble river are obtained as it winds its silvery way through the beautiful valley, the exquisite scenes being enhanced by the richly wooded slopes, and conspicuous-looking houses which stand out boldly among the trees on the sides of the hills on the right bank of the Thames; and we cannot pass by without alluding to one of them,



"Park Place," famous for its site, growth of trees, and the interest attaching to it as the former residence of Frederick, Prince of Wales, father of George III. It is principally indebted for its many attractions to Marshall Conway, who at the close of the last century became its possessor, and who strove to render the grounds as beautiful as art could make them. Visitors on certain days can land at the elaborate and beautiful boat-house on the bank, which contains several works of art. Here and there on green hillocks and dells mimic ruins have been introduced. In one of these there is a long subterraneous passage or tunnel leading to a miniature Roman amphitheatre, the work of Marshall Conway, but there is an object of still greater interest in the grounds, namely the Druidic tomb which stands on the summit of one of the small hills, placed, exactly as it was found, on the top of a high hill near the town of St. Heliers, Jersey, in the year 1785. It was entirely covered with earth, and was discovered by workmen who were employed levelling some ground. General Conway was then governor of Jersey, and he at once gave instructions for its preservation. On his leaving the island it was presented to him, and removed to his residence at Park Place. It consists of forty-five stones of granite and is 66 feet in circumference. These tombs, several of which have been found in the Island of Jersey, were used for the interment of the aboriginal chieftains, and additional chambers were added as the original ones became filled with the remains of the great departed.

Continuing our journey we arrive in sight of Henley Bridge, a handsome stone structure of five arches, built in 1786, and adorned with two sculptured masks of the "Thames" and the "Isis" from the chisel of the Hon. Mrs. Damer, daughter of General Conway, to whom we have alluded. A female head round which water plants are entwined represents the Isis on one side of the bridge, and an ancient head, crowned with bull-rushes, and little fishes peeping out through the beard, the Thames, on the other side.

Henley, a municipal borough and market town in the county of Oxford, with 4,600 inhabitants, is situated at the foot

of the Chiltern Hills on the left bank of the Thames, 35 miles from London. It is traditionally the oldest place in the county, as its name implies (*Hen*, "old," and *Lye* "place"), and stands on one of the most beautiful spots in the whole course of the Thames, the broad and full river being here flanked by hills covered with hanging woods. It possesses a fine old church with a square perpendicular tower, said to have been built by Cardinal Wolsey; and in the churchyard is buried Richard Jennings, master builder of St. Paul's Cathedral.

The fine reaches of the Thames at Henley have long been noted as the course for the principal boat-races in England, which give every variety of racing boat an opportunity to show its own capabilities, and the crews their power of endurance. The starting-point is at Fawley Court, a summer-house situated on a pretty island close to the village of Remenham. The scenes so familiar at Oxford are repeated at Henley on a more important scale. At Oxford, the number of the boats, and the narrowness of the stream, make it impossible for the competing crews to be ranged side by side. They consequently start, and pull in line ahead, the object of each crew being to touch with their own boat the stern of the boat before them in the line. Such a bump leads to a change of place in these two boats, and thus the best boat's crew bump their way to the head of the river. The broad river at Henley, however, allows the rival boats to be alongside of each other, and then with even bows they start upon a course which not unfrequently brings them in, still side by side, the bow of the winner perhaps being only 3 or 4 feet in advance. Henley is also noted for being the only town in the county of Oxford in which a branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION exists. In the year 1864 Mr. LUCEY, a gentleman who has been long resident at Henley, and is well known in the locality, undertook, at the request of the London Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION to canvass the neighbourhood on behalf of that Society, and in the same year a lecture was delivered in Henley by Mr. LEWIS, the late secretary. These efforts to establish a branch attracted notice in Reading, where a meeting was held which

led to a fund being started called the Royal Berkshire Life-boat Fund, to provide a Life-boat of that name, which was eventually placed at Aberdovey on the Welsh coast, and since then a very important branch has been formed in that town, the subscriptions now remitted to London amounting to above 150*l.* annually. These results may be fairly attributed to the initial step taken at Henley two years before. The same degree of success did not, however, reward the exertions of Mr. Lucey in Henley. The total subscriptions and donations collected since the formation of the branch in 1864 amount only to a little more than 400*l.*; one half of the donations having been given by the Misses Ovey, three sisters, the last survivor of whom left in 1878 to the Institution a bequest of 500*l.* free of duty. In the year 1882 another resident, Mrs. Noble, whose husband has always been a regular and liberal supporter of the cause, presented a magnificent Life-boat to the Institution, costing 800*l.*, and it was publicly launched in the river in July of the same year, in the presence of a large and enthusiastic concourse of people. An accident unfortunately occurred during the presentation; the grand stand used at the Royal Regatta the week before was in course of demolition; to avoid the rain, which was coming down in torrents, between two and three hundred persons persisted in going into the structure notwithstanding the warning given them: the consequence was the flooring gave way, and the people, with the mass of timber beneath them, were thrown to the ground from a height of 10 feet. Many persons were injured in various ways by the falling timber, but fortunately no one was seriously hurt. Such have been the results of the Henley branch up to the present time, and the Institution owes a large debt of gratitude to Mr. Lucey and to those gentlemen who have acted with him, for their long-continued zeal and co-operation under somewhat discouraging circumstances, relieved, however, by the two above-mentioned instances of liberality.

A public meeting was convened in June of this year by Mr. Lucey to endeavour to increase if possible local interest in the Life-boat work in operation on the sea coast, and to strengthen his position

as honorary secretary by the appointment of a Local Committee. The Mayor was kind enough to take the chair, and after a few introductory remarks from him, Mr. Lucey read a report giving a *résumé* of the work of the branch during the twenty-one years of its existence, and also aptly pointing out the sympathy that ought to exist between the headquarters of the rowing world and the Life-boat. Much surprise was expressed by more than one speaker that Henley was the only town in the whole county where a branch existed. Oxford University certainly raised a fund for a Life-boat which was named the Isis and placed on the coast of Cornwall, but a branch has never been formed there, though one might with advantage be established; the only other towns of any importance besides Henley are Woodstock and Banbury, but they are hardly of a size sufficient to form successful branches, and, as we have before pointed out, the Institution is mainly indebted to Mr. Lucey for the establishment of a branch at Henley.

The Mayor mentioned that the regatta was not unrepresented in connection with the parent society, since in 1880 a Life-boat was purchased and named the "Alfred Trower," in honour of a gentleman once well known at the Henley Regatta. This boat is now stationed at Tramore, on the south coast of Ireland. The meeting resulted in the formation of an influential committee, including the Right Hon. W. H. Smith, M.P., as president, and now that a fresh start has been made by the Henley branch, it is earnestly hoped that in future the claims of the Life-boat Institution may be more fully recognized and better supported in this locality.

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

THURSDAY, 5th February, 1885.

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 his recent visits to Clacton-on-Sea, Walton-on-the-Naze, Ilfracombe, Appledore, and Branton.

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

1. Southend.
2. Weston-super-Mare, Burnham, Watchet, Lynton, Ilfracombe, Morte, Braunton, and Appledore (two Boats).
3. Drogheda (two Boats), Blackrock, and Giles' Quay.
4. Irvine, and Ardrossan.
5. Clacton-on-Sea, Walton-on-the-Naze, Harwich, Withernsea, Hornsea, Grimsby, Donna Nook, Mablethorpe, and Sutton.

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

	£	s.	d.
The Misses HEWITT, Lytham (additional) . . . . .	100	—	—
Trustees of the late WILLIAM THORNGATE, Esq. (annual subscription). . . . .	30	—	—
R. A. B. PRESTON, Esq. (annual subscription in aid of Cornish Life-boats) . . . . .	50	—	—
EDWARD BIRKBECK, Esq. M.P., V.P. (annual subscription in aid of the Norfolk Life-boats) . . . . .	47	5	—
Proceeds of performance by the LEWISHAM AMATEUR DRAMATIC COMPANY, per E. N. HOLE, Esq. . . . .	20	18	—
Mrs. PETER HARDIE (additional) . . . . .	20	—	—
THOMAS K. HARDIE, Esq. (additional) . . . . .	20	—	—
Trustees of BERMAN'S CHARITY (additional) . . . . .	10	10	—
WORSHIPFUL COMPANY OF ARMOURERS AND BRASIERS (additional) . . . . .	10	10	—

—To be severally thanked.

Also that the late Mrs. ELIZABETH CLEGG, of Rochdale, had bequeathed 100*l.* to the Institution.

Voted the thanks of the Committee to JOHN POOLE, Esq., J. A. ROBINSON, Esq., and W. A. LLOYD, Esq., in recognition of their past valuable co-operation as Honorary Secretaries respectively of the Hayle, Southport, and St. Anne's Branches of the Institution.

Reported the transmission to their Stations of the Blackrock, Youghal, and Ballywalter new Life-boats.

The Belfast and Londonderry Steam Packet Company kindly granted a free passage to the Ballywalter Boat from Liverpool to Belfast —To be thanked.

Decided that the present Life-boat on the Drogheda No. 2 Station be replaced by a new one, possessing all the latest improvements.

Paid 2,417*l.* 2*s.* 8*d.* for sundry charges on various Life-boat Establishments.

Voted 136*l.* 10*s.* 8*d.* in payment of the expenses of the Caister No. 2, Mablethorpe, Lydd, New Brighton No. 1, Wexford No. 2, New Romney, Blyth No. 1, and Penzance Life-boats, in rendering the following Services:—

	Lives saved.
Brig <i>Triton</i> , of Svelvig. Assisted to save vessel and . . . . .	6
Fishing smack <i>Primrose</i> , of Grimsby. Remained by vessel.	

	Lives saved.
Schooner <i>Margaret</i> , of St. Ives . . . . .	3
Steamer <i>Venetian</i> , of Liverpool. Remained by vessel.	
S.S. <i>Slaney</i> , of Liverpool . . . . .	33
Barque <i>Windermere</i> , of Newcastle . . . . .	13
S.S. <i>Jutland</i> , of Newcastle. Remained by vessel.	
Barque <i>Petrelle</i> , of Porsgrund . . . . .	18

The Caister Nos. 1 and 2, Lowestoft, Gorleston Nos. 1 and 2, Montrose No. 1, Plymouth, Yealm River, Arbroath, and Newbiggin Life-boats also rendered services, as follows:—

	Lives saved.
Barque <i>Loreley</i> , of Arendal, assisted to save vessel and crew . . . . .	12
Dandy <i>Tyro</i> , of Lowestoft. Remained by vessel.	
Trawler <i>Snowdrop</i> , of Ramsgate, assisted to save vessel and . . . . .	5
S.S. <i>Speedwell</i> , of Yarmouth. Rendered assistance.	
Montrose fishing boats, rendered assistance.	
Barque <i>Wellington</i> , of Windsor, N.S., assisted to save vessel and . . . . .	15
Arbroath and Newbiggin fishing boats, rendered assistance.	

[Detailed accounts of most of these services will be found on pages 640-645.]

Voted also 220*l.* 4*s.* 4*d.* to defray the expenses of the Braunton, Kessingland No. 2, Kingstown, Kildonan, Torquay, Rhosueigir, Harwich, Walton-on-the-Naze, Wexford No. 1, Lowestoft, Hartlepool No. 2, Newcastle (co. Down), Tyrella, and Newbiggin Life-boats, in assembling their crews or in putting off in reply to signals of distress shown by vessels which did not ultimately require the services of the boats.

The Ramsgate Life-boat was also taken out on two occasions during the month, but her services were not eventually needed.

Voted 20*l.* to Mr. T. LEAR, of Torquay, with an expression of regret, on the part of the Committee, at the injury which he received while superintending the launch of the Life-boat on that Station on the 2nd January. On that occasion the slings parted, and a rope caught his ankle, breaking one of the bones, and disabling him for several weeks.

Also 10*l.* in aid of a local subscription for the relief of the widow of CHARLES HUMBERSTONE, who was accidentally killed by the parting of a steamer's tow-rope, which struck him while he was employed in getting a stranded vessel afloat. *Humberstone* was one of the launchers of the *Donnu Nook* Life-boat for about ten years, and was enrolled as one of the crew of the boat about fourteen months ago.

Also 4*l.* to eight men for putting off from Brixham, Devonshire, in the Coast-Guard whale boat, and saving five of the crew of the s.s. *Antonio Stathato*, of Ithaca, whose boat was capsized while they were proceeding from their vessel to Brixham during a strong E.N.E. wind on the 21st December.

7s. extra was granted, in addition, to one of the salvors who first observed the accident, and gave an alarm.

A further sum of 2l. 10s. was at the same time awarded to five men who manned another boat, and also went to the rescue at some risk, their boat being a small one.

Also 6l. 15s. to the crews of two boats for rescuing the fishing coble *Pioneer*, of North Sunderland, and her crew of four men, which had her rudder broken, and was in danger during a gale of wind from the W. and a rough sea on the 19th December.

Also 2l. to four men for saving the crew, consisting of five men, from the boat of the steamer *Perifer*, of Dundee, which struck on Bondicar Point in thick weather on the 26th January, and sank within a few minutes.

A further sum of 2l. 10s. was granted to the salvors, being the amount they would probably have earned by fishing, which they lost by returning to Newbiggin with the rescued men.

Also 1l. 5s. to five men for rescuing the crew of two men of the gig *Spring*, of St. Ives, which while returning from fishing had been upset by a sudden squall in St. Ives Bay on the 26th January. With the help of another boat's crew the capsized boat was towed ashore.

Also 5s. to a man for rescuing a fisherman, who had fallen overboard from his boat, off Bucks, Devonshire, during a moderate breeze from the E. on the 18th November.

#### THURSDAY, 5th March.

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

1. Clovelly, Bude, Port Isaac, Padstow, Newquay, Sennen Cove, Penzance, Hayle, St. Ives, Scilly, Porthleven, Porthoustock, Cadgwith, and Mullion.

2. New Brighton (two Boats), Southport, Lytham, St. Anne's, Blackpool, and Fleetwood.

3. Tynemouth (two Boats), Cullercoats Blyth, (two Boats), Newbiggin, and Cresswell.

4. Sunderland (four Boats), Whitburn, Seaham, Hartlepool (three Boats), West Hartlepool (two Boats), Seaton Carew, Saltburn, Middlebrough, Redcar, Runswick, and Staithes.

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

	£	s.	d.
Mrs. MACDONALD, towards the endowment of her Life-boat at Appledore . . . . .	1000	-	-
HENRY M. HARVEY, Esq., further on behalf of Penzance Lifeboat Station . . . . .	100	-	-
(Making a total of £1,100)			

	£	s.	d.
Mrs. JOSHUA WILSON . . . . .	50	-	-
WORSHIPFUL COMPANY OF CLOTH- WORKERS (additional) . . . . .	20	-	-
Collected at Leith Custom House, per A. M. ROSS, Esq. . . . .	20	-	-
—To be severally thanked.			

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

	£
The late Mrs. E. A. Clare, of Higher Broughton, Manchester (duty free) . . . . .	1000
The late HENRY SKYNNER, Esq., of Kensington (duty free) . . . . .	500
The late Miss MARY CLARIDGE, of Bedford . . . . .	500
The late DENNIS HERBERT, Esq., of Huntingdon (duty free) . . . . .	200

Reported the transmission to their Stations of Life-boats for Fishguard and Littlehaven (Pembrokeshire).

Decided that the present Life-boat at Blackpool be replaced by a new one, possessing all the latest improvements.

The Committee expressed their deep regret at the recent decease of Dr. STOPFORD W. HALPIN, of Arklow, who had been for eighteen years, the valued Honorary Secretary of the Arklow Branch of the Institution.

Paid 3,178l. 14s. 1d. for sundry charges on various Life-boat Establishments.

Voted 59l. 4s. to meet expenses connected with the North Sunderland Portmadoc, and Sunderland, No. 2 Life-boats in rendering the following Services:—

	Lives saved.
North Sunderland fishing boats rendered assistance.	
Barque <i>Spanker</i> , of Glasgow . . . . .	7
Schooner <i>James</i> , of Inverness. Remained by vessel.	

The Skegness Life-boat assisted the schooner *John Lee*, of Blakeney, and the Scarborough Life-boat saved the fishing-smack *Lady's Page* of Scarborough, and her crew of 5 men.

[Accounts of some of these services will be found on page 645.]

Voted 96l. 16s. to pay the expenses of the Bridlington, Whitby No. 1, Briglistone Grange, Drogheda No. 2, Tramore Castletown, Montrose and Porthdinlaen Life-boats in putting off to the assistance of vessels which did not eventually require their help.

Also 12l. to twelve men for rescuing by means of two boats, the crew of five men of the Norwegian schooner *Nordenfeld*, which stranded on Craster Little Carr Rock, near Boulmer, Northumberland, during a moderate breeze from S. to S.E., and thick weather, on the 23rd January.

Also 2l. 10s. to five men for putting off in a boat, and saving the crew of two men from the smack *Eliza McDonald*, of Wigtown, which was in distress in Port Yerrock Bay, Wigtownshire, during a gale from the S.S.E. on the 21st February.

1l. was also awarded to some men and boys who assisted to launch the boat, and 10l. to a carter who was injured by the boat, and the cart on which it was being conveyed from Whithorn Harbour to Port Yerrock Bay being blown over.

Also 5l. 10s. to eleven men for putting off in a yawl, and saving the crew of three men from the schooner *Geneva*, of Carnarvon, which was in danger outside the breakwater at Peel, Isle of Man, during a strong S.S.E. gale on the 28th January.

Also 2l. 5s. to three men for saving the lugger *St. Fergus*, of Stornoway, and her crew of four men. The vessel had her sail blown away, and was in great danger off Barra, during a very strong N.W. wind on the 20th December last.

Also 1l. 10s. to six men of Newburgh, Aberdeenshire, for rescuing four boys from a boat which had been carried out to sea from the river Ytham on the 14th February.

Also 1l. 10s. to three men for putting off in a boat, and saving the crew of two men of a lighter which had struck and sunk on the flats off Wexford, during a strong S.W. wind, and hazy weather on the 23rd February.

Also 1l. 1s. to six fishermen for putting off in a boat, and saving two persons from another boat which was in danger in Newport Bay, during a strong southerly wind, on the 10th February.

SATURDAY, 21st March.

The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at Willis's Rooms, St. James's, His Grace the DUKE OF NORTHUMBERLAND, P.C., President of the Institution, in the Chair.

HIS GRACE having made some suitable observations on the great and national character of the operations of the Institution, Mr. CHARLES DIBDIN, the Secretary, read the Annual Report, which will be found in the May number of *The Lifeboat Journal*.

The Meeting was also addressed by His Grace the DUKE OF PORTLAND; The Right Hon. The EARL PERCY, M.P., V.P.; the Right Hon. Sir STAFFORD H. NORTHCOPE, G.C.B., M.P.; Sir WILLIAM CHARLEY, Q.C., D.C.L., Common Sergeant for London; Sir THOMAS FOWELL BUXTON, Bart.; Sir WALTER G. STIRLING, Bart.; EDWARD BIRKBECK, Esq., M.P., V.P., Chairman of the Institution; and Colonel FITZROY CLAYTON, V.P., Deputy-Chairman.

The officers for the current year were chosen and various resolutions were moved, seconded, and carried unanimously, pledging the meeting to renewed exertions on behalf of the benevolent and national objects of the Institution.

The officers' names and the resolutions will be found in the May number of *The Lifeboat Journal*.

THURSDAY, 2nd April.

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.

Elected the Members of the Sub-Committees (L. T. CAVE, Esq., Chairman) for the ensuing year.

Read the Report of the Chief Inspector of Life-boats on his recent visits to Clacton-on-Sea and Southend.

Also the Reports of the five District Inspectors of Lifeboats on their visits to the following Stations:—

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

2. Lizard, Falmouth, Portloe, Mevagissey, Fowey, and Looe.

3. Piel, Seascale, Whitehaven, Silloth, Maryport, Rhyl (two Boats), Llanddulas, Llandudno, Penmon, Bull Bay, and Moelfre.

4. Kildonan, Ardrossan, Whithorn, Port Logan Port Patrick, Balcarry, and Kirkeudbright.

5. Uppang, Robin Hood's Bay, Whitby (two Boats), Scarborough, Filey, Flamborough (two Boats), Bridlington, Barmstow, Hornsea, Chapel, and Skegness.

Reported the receipt of 1000l. from MISS BASS, of Dalston, to provide a new Life-boat, to be named the *William and Frances*.

Decided that the best acknowledgments of the Committee be conveyed to Miss Bass, and that her gift be appropriated to the new Life-boat about to be sent to Sidmouth.

Also the receipt of 500l. from Miss Lucy L. HARRIS, of Lower Clapton, for a Life-boat to be named *The Escape*.

—To be thanked.

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

	£	s.	d.
HER MAJESTY THE QUEEN (Annual Subscription) . . . . .	50	—	—
Miss HOWIS (3 years' maintenance of her Life-boat at Silloth) . . . . .	210	—	—
Collected from Pupils at Taplow Grammar School per E. DYKE, Esq. (additional) . . . . .	1	1	9

—To be severally thanked.

Also that the late Mrs. LAMBIE, of Edinburgh had bequeathed a legacy of 50l. to the Institution.

Reported the transmission to their stations of new Lifeboats for Plymouth, Silloth, Ferryside, Totland Bay, and Cloughy Bay.

The Belfast and Londonderry Steam Packet Company kindly conveyed the Cloughy Bay Life-boat from Liverpool to Belfast, free of charge. To be thanked.

Decided that the present Life-boat on the Bridlington Quay Station be replaced by a new one, possessing all the latest improvements.

Also to appropriate the Boat to the legacy of 585*l.*, left to the Institution by the late W. J. PAYNE, Esq., City Coroner, for a Life-boat to be called *The William John, and Frances*.

Also decided that various works be carried out at the Southend, Buckie, and Kilmore Life-boat Stations at an expense of 1,086*l.*

Also that the thanks of the Committee be given to MELVILLE GREEN, Esq., and PATRICK REID, Esq., in recognition of their past valuable co-operation as Honorary Secretaries respectively of the Worthing and Greystones Branches of the Institution.

Paid 5.162*l.* 13*s.* 2*d.* for sundry charges on various Life-boat Establishments.

Voted 20*l.* 10*s.* to pay the expenses of the North Sunderland and Porthdinllaen Life-boats in saving the crew of five men from the schooner *St. Fergus*, of Wick, and the crew of four men from the schooner *Richard*, of Nefyn.

The Caister No. 1 Life-boat assisted to save the three-mast schooner *Akyab*, of Genoa, and her crew of eleven men; also the s.s. *Bedale*, of Scarborough, and 20 men; and the Ramsgate Lifeboat brought ashore from the Gull Light-ship, the crew of four men of the ketch *Minnie*, of Bideford.

[Details of some of the services will be found on pages 640-645.]

Voted 240*l.* 15*s.* 10*d.* to pay the expenses of the Tyrella, Holyhead, Portmadoc, Selsey, Gorleston, No. 1, Winterton No. 2, Walton-on-the-Naze, Harwich, North Deal, New Brighton No. 1, Caister No. 2, and Gourdon Life-boats, in assembling their crews, or putting off with the view of assisting vessels which did not ultimately need the services of the boats.

Voted 5*l.* 5*s.* to six men for rescuing the crew of four men from the boat of the ketch *James Walter*, of Hull, which sunk on the Knavestone Rock, Farne Islands, during a S.W. wind on the 12th February.

Also 1*l.* to two men for putting off in a boat from a pilot cutter, and helping to rescue the crew of eight men of the brigantine *Margaret Jane Swift*, of Faversham, which stranded off Poole, during a strong E. breeze, and a rough sea on the 20th February.

Also 1*l.* to two men for rescuing a man who had been thrown overboard from his boat by the jibing of the main boom in Wexford Harbour during a strong E.N.E. wind on the 6th March.

Also 1*l.* to two men for saving the lives of two men whose boat capsized off Tynemouth while entering the harbour during squally weather on 21st March.

#### THURSDAY, 7th May.

EDWARD BIRBECK, 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 Lifeboats on his recent visits to Montrose,

Broughty Ferry, Buddonness, Arbroath, Edinburgh, Hauxley, Newbiggin, Clacton-on-Sea, and Southend.

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

1. Penarth, Porthcawl, Pembrey, Ferryside, Milford, Littlehaven, Port Eynon, Tenby, Swansea, Solva, St. David's, and Fishguard (two Boats).

2. Poolbeg, Howth, Arklow, Greencastle, Portrush, Groomsport, Port Erin, Castletown, Douglas (two Boats), and Ramsey.

3. Ballantrae, Girvan, Campbeltown, Southend (Cantyre), Ayr, Irvine and Troon.

4. Sheringham, Cromer, Mundesley, Hunstanton, Brancaster, Wells, and Blakeney.

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

	£	s.	d.
HERBERT A. FOSTER, for a Life-boat to be named the <i>Queensbury</i> , and placed on the Yorkshire or Lancashire Coast . . . . .	650	—	—
Stewards of the COVENT GARDEN LIFE-BOAT FUND, in aid of the support of the Caister Life-boat (additional) . . . . .	70	3	2
W. A. T. AMHERST, Esq., M.P., Annual Subscription in aid of Norfolk Life-boat Establishments . . . . .	15	15	—
Two-thirds of Collection in WESTON-SUPER-MARE PARISH CHURCH, per Rev. Prebendary BUCKLE . . . . .	12	17	7
GEORGE WEBSTER, Esq., further on account of his Lifeboat Fund . . . . .	12	10	—
Balance of Fund raised for sending AYRSHIRE FISHERMEN to the International Fisheries Exhibition . . . . .	5	5	—
—To be severally thanked.			

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

	£	s.	d.
The late T. W. GEORGE, Esq., of East Carlton, Norfolk (duty free) 1000 . . . . .	1000	—	—
The late Mr. THOMAS JACKSON, of Edinburgh . . . . .	10	—	—
The late MISS ANNE COLLIN, of Store Street, Bedford Square . . . . .	35	shares	of the Grand Junction Waterworks Company.

The Committee expressed their deep regret at the decease of Admiral of the Fleet Sir GEORGE SARTORIUS, G.C.B., Lieutenant-General TULLOH, R.A., C.B., and Mr. T. M. WEGELIN, all of whom had for many years been Members of the Committee of Management of the Institution.

Reported the transmission to their Stations of the new Life-boats for Clacton-on-Sea, Bridlington, Llandudlas, and Drogheda.

The Great Eastern Railway Company kindly conveyed the transporting carriage of the Clacton Boat to its Station, and brought back the old carriage to London, free of charge. To be thanked.

Decided that the present Life-boats on the Newbiggin, Tenby, and Fishguard No. 2 Stations be replaced with new ones, possessing all the latest improvements, as soon as circumstances permit.

— Also that the Plymouth new Life-boat be appropriated to the gift of Miss LUCY L. HARRIS of Lower Clapton.

Voted the thanks of the Committee to JAMES HUNTER, Junr., Esq., in recognition of his valuable co-operation as Honorary Secretary of the Dundee Branch of the Institution during the past twenty years.

Also the Silver Medal of the Institution, and a copy of the vote, inscribed on vellum, to Mr. JAMES ARMSTRONG, coxswain of the Hauxley Life-boat, in acknowledgment of his gallant services during the past twenty-five years, in which period he has assisted to save 141 lives.

Also 5*l.* on retirement, to Mr. JAMES BRIGGS, in recognition of his good services during the seven years he held the position of Coxswain of the Wexford Life-boat.

Decided that the new Instructions to Coxswains of the Life-boats of the Institution, prepared in accordance with the directions of the Committee, be adopted and circulated.

Paid 1,763*l.* 1*s.* 10*d.* for sundry charges on various Life-boat Establishments.

Voted 52*l.* in payment of the expenses of the

Lydd, Penzance, and Whitby No. 2 Life-boats in rendering the following services:—

Lives saved.

Barque *Queen Victoria*, of Dublin. Remained by vessel.

Penzance Fishing Boats. Rendered assistance.

Sloop *Wear*, of Scarborough . . . . . 2

The Ramsgate Life-boat assisted to save the barque *Rhuddlan Castle*, of Liverpool, and 16 lives; and the Montrose No. 1 Life-boat rendered important assistance to two endangered fishing boats.

(Accounts of some of these services are given on pages 640–645.)

Voted also 95*l.* 13*s.* to pay the expenses of the Broadstairs, North Deal, Dunbar, Montrose No. 1, Drogheda Nos. 1 and 2, Redcar, Sheringham, Bamburgh Castle and Llanaelhaiarn Life-boats in assembling their crews, or putting off to the aid of vessels not ultimately requiring their services.

Also 50*l.* 4*s.* to HENRY CAREY, who was permanently injured while assisting to launch the Donna Nook Life-boat on the 21st Nov. last.

Also 2*l.* 10*s.* to the Chief Officer of H.M. Coastguard at Pembrey, and four other Coastguard men for putting off in their boat, and saving a man from the cutter *Gazelle*, of Swansea, which was totally wrecked off Pembrey during a strong breeze from the S.E. on the 24th April.

THE LIFE-BOAT.

I.

Hark! amid the darkness falling,  
And the thund'ring winds appalling,  
Comes an urgent signal calling  
    Help from o'er the seas!  
Rouse, ye heroes, brave and daring,  
Ye of life and limb unsparing,  
Oft with death before you staring,  
    Face the dreadful breeze!

Though the night be frowning,  
On to save the drowning,  
    Forward all!  
    At mercy's call,  
Your noblest actions crowning!  
Man the Life-boat!—this is glory,  
Rather to be famed in story  
Than the field of battle gory  
    Nations hold so dear.

II.

Soon the boat through billows tow'ring,  
And the blinding deluge show'ring,  
Nears the wreck where all are cow'ring,  
    From a yawning grave;  
Now, amid the thunder pealing,  
And the hungry billows reeling,  
In the Life-boat safe they're kneeling—  
    Rescued from the wave!

Hearts and eyes o'erflowing,  
Grateful thanks bestowing,  
    To the brave  
    Who came to save,  
When death's pale face was showing.  
The welcome haven gained at last,  
All now are shelter'd from the blast:  
While kindness dims the dreary past  
    And dries the bitter tear.

A. S.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 1st November.

# 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 CLAYTON, V.P.



## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1884) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £42,787 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. During the same period it contributed to the saving of 792 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 1884.

		£	s.	d.
Number of lives rescued by Life-boats, in addition to				
18 Vessels saved by them . . . . .	633	...	...	...
Number of Lives saved by Shore-boats, &c. . . . .	159	...	...	...
Amount of Pecuniary Rewards for Saving Life during the Year . . . . .	...	5,000	19	3
Honorary Rewards:—Silver Medals and Clasps . . . . .	6	...	...	...
Votes of Thanks on Vellum . . . . .	9	...	...	...
Total . . . . .	792	£5,000	19	3

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 287 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 31,630: for which services 97 Gold Medals, 972 Silver Medals, and £84,422 in cash have been given as Rewards.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. CUTTS 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.—August, 1885.