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### THE RECENT EXPERIMENTS AT THE SOUTH FORELAND WITH LIGHTHOUSE ILLUMINANTS.

THE experiments with lighthouse illuminants which have been in progress at the South Foreland for twelve months, under a Committee of the Elder Brethren of the Trinity House, were brought to a conclusion in March last, and the Report was presented to both Houses of Parliament in the form of a Blue Book, and published in August.

It has not been our fate to look into many Blue Books, and we fancy they often deserve their reputation of being very dry, and an uninteresting study. If so, this one is a good example of the old proverb, "The exception proves the rule," for it is in many ways a most interesting and, at the same time, instructive document, on a subject of the first importance, not only to ourselves, but to the whole maritime world. The first point that strikes us is the thoroughness of the work done, which was the natural outcome of the well-matured plans formed for carrying out the experiments. The scientific world was called upon to contribute its quota to the work in advice and assistance, which helped much to bring about the satisfactory results obtained. The co-operation of the Scotch and Irish Lighthouse Boards was invited and cordially given, and they, as well as the Board of Trade, were ably represented by their scientific officers.

The experiments were carried out with praiseworthy publicity, instead of with that unmeaning air of mystery which so often enshrouds experiments of world-wide importance carried out by Government departments. Not only were members of scientific societies, especially those engaged in engineering, invited to inspect the arrangements, but tickets of admission were freely issued to the general public on application. Nearly every maritime nation in the world, including some of our Colonies, sent officers to visit the station, but of course our neighbours the other side the channel, from their position, were able to give most assistance by taking observations, &c.; and no doubt many useful hints were obtained from the experts of other nations, who were always invited when they visited the station to give any suggestions that occurred to them.

The illuminants selected for competition were electricity, gas and mineral oil, each of which was displayed from wooden towers about 250 feet high, built at the South Foreland, near the powerful electric lights permanently exhibited there.

With the view, we suppose, of interfering as little as possible with the office of the permanent lights, and not to perplex passing ships, the experimental lights were only allowed to show through a section of

the lantern extending northward, partly over the land and partly over the sea, and one to the southward over the sea. The powers of the different lights were tested scientifically by photometry, and practically by the eye at marked distances, as well as from the neighbouring lightships, and by the masters and pilots of passing vessels. The first-named method proved of little or no practical value, because it was found that the most distant stations erected for its use, rather less than two miles and a half from the towers, were too far off to admit of the light being measured by it. Under these circumstances, the only test to be relied upon was that of observation with the eye.

Upwards of six thousand of these observations were taken at different stations, under varying conditions of weather, and by different observers, amongst whom were the Elder Brethren of the Trinity House and their officers on land and sea, which include the men on board the neighbouring lightships, and at the Ramsgate and North Foreland lighthouses, besides the different observing huts erected for the purpose; also the coastguard on shore, and a few by pilots and masters of vessels navigating the neighbouring waters. A complete and ingenious system was provided for registering their observations, founded on the assumption that the electric light was a standard, giving it the value of 100, and recording the relative values of the other two lights, by higher or lower numbers, as necessary, *i.e.*, if the gas or oil was considered only half as powerful as the standard, it was recorded at 50, and *vice versa*; if considered double as good, it would be marked at 200. Books prepared in the necessary form for recording these observations were widely distributed, in order to give every facility for marking the records. The outcome of these measures was the receipt of upwards of six thousand returns, which had to be examined and scrutinised, with a view to decide their value for tabulation and analysis. This, itself, was no light work, and resulted in about two thousand being

rejected, leaving four thousand on which to ground a decision.

Behind these general arrangements, there were, of course, many matters of detail to be carried out, which contributed, with equal if not greater importance, to the conclusive and satisfactory results sought for. Amongst these we may enumerate the height of flame, number of jets of gas or oil in a light, the number of electric lights or of currents, &c. The question of expense also had to be considered, more particularly in proportion to the benefits to be derived from adopting the more expensive forms, either in new lighthouses, or instead of the cheaper systems at present in use.

The cost of establishing a first-class lighthouse with gas is computed at 20,516*l.*, and its annual maintenance at 1,687*l.* An electric light of the same power would cost 17,749*l.*, and 1,927*l.* per annum for maintenance.

A first-class oil-lighted station would cost 8,064*l.*, and the annual maintenance 724*l.* Were no other considerations forthcoming, here alone is a very strong argument in favour of oil, especially in these days of sad depression and "hard times" for the shipowners, on whom the expense of maintaining the lighthouse falls.

The general conclusions come to by the Committee, and the reasons upon which they are founded, will, we think, recommend themselves to all impartial minds.

They found that the electric light proved itself, under all conditions of weather, to have greater penetrating power than either of the others, but in clear weather it had such a dazzling effect at short distances, that it was very difficult to judge one's distance from it, and it is therefore very unpopular with seamen. The Committee do not think it suitable for general adoption round the coast, but they consider that for bold headlands with great elevation, or those which constitute important landfalls for the mariner, it has great advantages.

The difference between the powers of gas and oil was found to be so slight as

not to compensate for the extra cost both of installation and maintenance, and the inconvenience if not danger of the greater heat generated in the lantern by the former, added to which comes the consideration that all lighthouse-keepers in the service are now fully acquainted with the working of the oil lamps, and getting the best results out of them, but would

not be for some little time with either of the other two lights. They therefore recommend mineral oil as the most suitable and economical medium for the ordinary necessities of lighthouse illuminants, but for special places, such as salient headlands, important landfalls, &c., where a more than ordinarily powerful light is required, electricity offers the greatest advantages.

## THE LIFE-BOATS OF THE UNITED KINGDOM.

### MONTROSE BRANCH.

- LXV. MONTROSE No. 1.—The *Mincing Lane*, 33 feet by 8½ feet, 10 oars.  
LXVI. Ditto No. 2.—The *Roman Governor of Caer Hün*, 30 feet by 8 feet, 10 oars.

STANDING upon what may be termed a narrow sandy peninsula, is to be found Montrose, a Royal burgh and seaport town in the county of Forfar, bounded on the east by the German Ocean, on the south by the river South Esk, and on the west by a large basin not less than seven miles in circumference, into which the tide, flowing up the South Esk, spreads itself after passing the town. This basin becomes dry at low water, but its alternate filling and emptying, as the tide flows and ebbs, has an important effect in scouring and deepening the harbour. On the east of the town, and between it and the sea, are extensive links, or downs, a pleasant stretch of green turf laid out partly as a racecourse, but forming principally one of the finest golfing grounds in Scotland.

Montrose was anciently called "Ce-lurca," but the derivation of the present name "Montrose" is a matter of dispute, some authorities saying that it comes from "Mons Rosarum" (the Mount of Roses), and they point to the seal of the town which bears a bunch of roses and the motto "Mare ditat rosa decorat" (the sea enriches and the rose adorns); others however affirm that it is derived from "Moin ross" (the promontory of the moss).

The town has a very ancient and interesting history. The Danes attacked the place twice; first in 980, when they found it a walled town with a castle, both of which they plundered and razed. The town lay in ruins for some time, but

in the course of years sprang into existence again, the burgh receiving its first charter from David I., about the beginning of the 12th century, and William the Lion resided at its rebuilt castle at the end of that century. Edward I. also visited the place, and received the homage of Baliol. Later on Wallace took it from the English, landing at the harbour when he came from France at the invitation of the northern lords, and David II. granted a charter increasing the privileges which David I. had conferred upon the inhabitants. Sir James Douglas embarked from this port in 1330, on his unsuccessful attempt to carry the heart of Robert Bruce to the Holy Land; also, the celebrated Marquis of Montrose was born here, in 1626. It was, too, the first port made by the French fleet in 1715, with James the Chevalier on board, and the port was used as a rendezvous of the Jacobites in 1745. In later years (1777) it became the birthplace of Joseph Hume, the distinguished financial reformer.

Montrose possesses one of the oldest schools in Scotland, distinguished as having been the first place of learning in the country where Greek was taught. The principal street is a continuation of the great high road from Arbroath, crossing the river South Esk by means of a magnificent suspension bridge from Inch-brayock to the north side of the river. It was designed by Captain Brown, the patentee of chain cables, and finished, at a cost of 20,000*l.* in 1829. There are four main chains, supported by two strong towers 71 feet in height, and these form the grand entry to the bridge on each side, through an archway 16 feet wide by 18 feet high. The distance between the

towers at the two extremities of the bridge, measuring from the centre of each, is 432 feet. An excellent statue of Sir Robert Peel, erected in 1855, is one of the finest ornaments of the street, and another was, in 1859, erected to Joseph Hume, who represented the town in Parliament. Montrose has from an early period been a good trading port, and it is now the chief one in the district, which extends from Arbroath, in the south, to Bervie, in the north, and includes the pretty fishing villages of St. Cyrus and Johnshaven, favourite watering places in the summer on account of the bathing and the fishing in the two Esks, which, like all Scotch rivers, abound in salmon.

The harbour is formed by the outlet of the river South Esk, and makes a safe asylum for vessels in bad weather. The channel up to the quays is 172 yards wide, with a depth of 16 feet at low water neap tides. The approach to the harbour is rendered dangerous by a bar at the mouth, and by the formation of the Annat Bank on the north side of the entrance, on which many vessels become stranded. There are two good lighthouses, furnished with fixed red lights, and a third on Sandyness Point, the light of which, a flashing one, is 124 feet above the level of the water, and is visible for 17 miles. The harbour contains a wet dock and a patent slip for repairing vessels, and ship-building has been for many years carried on, though flax-spinning and its kindred trades are the chief industries of the town.

Several sailing and steam ships are registered at the port, and a considerable number arrive and depart in the course of the year. In consequence of the numerous dangers to be encountered on so exposed a coast, a Life-boat has long been a necessity. The management of the old Montrose Life-boat establishment, which had existed some fifty years, was in 1869 transferred, with the annual interest of the stock, to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which had already placed several Life-boats on the coast of Scotland, and was desirous of extending its sphere of usefulness. The committee at once decided to appropriate the station to the munificent gift of the Mincing Lane merchants, and a new Boat, 33 feet by 8½, on the self-righting principle, pulling 10 oars, was ordered to be built, as well as a house

and slipway on the north bank of the river for its accommodation, close to the old house, in which the old Boat, renamed the *Roman Governor of Caer Hûn*, was still kept ready for service. A small boat is always kept in readiness to ferry the crew across the river, they being drawn from the well-known and skilful Ferryden fishermen, who are noted for their strictly moral and exemplary character. The same year (1869) the new Life-boat, *Mincing Lane*, was sent by the Institution to her station, and the smaller Boat, which had been retained as more adapted for launching off the shallow beach, was replaced in 1874 by a new one, 30 feet by 8, pulling 8 oars, the gift of Mr. DAFIES GRIFFITH, of Conway, who had given 400*l.* to the Institution to defray the cost. The same name, *Roman Governor of Caer Hûn* was given to her. This designation was suggested to Mr. Griffith by his friend Mr. Gladstone, the late Premier, on account of Mr. Griffith having on his property in North Wales the remains of a Roman encampment resembling one near Rome which Mr. Gladstone had seen.

With the exception of the very first case, in December, 1869, when three unsuccessful attempts were made, on a dark stormy night, to save the crew of the *Hermes*, wrecked on the Annat Bank, the Montrose Life-boats have been uniformly successful. The records on the black-boards in the boat-houses show the following results:—

Number of lives saved by the <i>Mincing Lane</i>	136
Ditto ditto <i>Roman Governor</i>	79
Total lives saved	215

besides many cases in which the Life-boat proceeded to the bar and conned vessels into safety.

The Ferryden fishermen have the privilege of using the Life-boat to attend fishing-boats running to the harbour in sudden storms, and the records show that about 250 fishermen have been so attended. The district protected by the Montrose boats includes Lunan Bay and Montrose Harbour and Bay, as far north as the river North Esk, a range of about ten miles. It is now proposed to add to the efficiency of the station by placing a third Life-boat at the northern extremity of the district, and with this object in view the whole beach between St. Cyrus and

Kirkside was recently examined by the Chief Inspector of Life-boats, the Hon. Secretary, and other members of the Local Committee. Ultimately a site for the new boat-house was fixed upon, a little to the west of Kirkside salmon fishing station, on the north side of the old mouth of the river North Esk.

The district is a very dangerous one; in heavy S.E. gales vessels get embayed between the Red Head and the Tod Head, and if they clear the rocky coast they usually come ashore in Montrose Bay, or attempt to run for Montrose Harbour, an unsafe proceeding for a stranger, owing to the Annat Bank on the north side of entrance. Several causes conduce to the efficiency of the branch, such as there being two Boats conveniently placed, with courageous and experienced crews near at hand at all times, and generally to its excellent organization, under the able and energetic Hon. Secretary, Mr. JAMES WARRACK, who for above thirteen years has held that office, assisted by a zealous committee. Excellent service has been invariably rendered by the Montrose crews, and it may not be amiss, perhaps, to mention, as briefly as possible, the facts connected with one of the most daring services on the Scotch coast, and attended with the greatest risk to some of the Life-boatmen.

On the 21st December, 1874, the *Mincing Lane*, WILLIAM MEARNS, sen., coxswain, crossed the Annat Bank in a heavy S.E. gale to rescue the crew of the *Henrietta*, of Memel, stranded to the north of the bank. When 100 yards or so from the ship, the Life-boat was struck by a heavy sea and capsized, and when she righted, five of her crew, including the coxswain, were floating away to leeward. Knowing that with their cork life-belts on these men would float, the remainder determined to save the brig's crew, and then pick up their own men.

Having obtained communication and succeeded in rescuing a portion of the crew, they then pulled after and picked up their floating comrades, deeming their own men were by that time in greater danger than those on the brig. The rest of the crew of the *Henrietta* were subsequently rescued by the other Life-boat, which had launched on perceiving the capsizing of No. 1 Boat. One of the Life-boatmen, Alexander Paton, unfortunately died a few days after from the effects of the exposure. The Silver Medal was voted to each of the coxswains, WILLIAM MEARNS and WILLIAM MEARNS, Jun., in acknowledgment of their long and gallant services in the Life-boat on this occasion. Again, in the early part of last year the Parent Committee expressed their appreciation of the excellent services of the Montrose Life-boatmen by a vote of thanks, inscribed on vellum, to the crews and their coxswains, DAVID DUNCAN and JAMES WATT, worthy successors of the two MEARNS, in recognition of the good service in saving life from shipwreck which they had rendered, but especially on the occasion of the rescue of four men from the s.s. *Mayflower*, of Glasgow, on the 9th March, 1884; and only quite recently, at the beginning of last August, the Silver Medal of the Society was presented to DAVID DUNCAN on his retirement from the post of coxswain, in recognition of the services which he had rendered. The station, as has been already stated, is under the management of a local committee, of which Mr. JAMES WARRACK is the Hon. Secretary, and it is owing to the mutual good understanding that has always existed between him and the brave and well-known men of Ferryden that the station owes its efficiency, and, to use the expression of one of the coxswains, JAMES WATT, he is the right man in the right place, and a better Hon. Secretary it would be impossible to find.

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

BALCARY, KIRKCUDBRIGHT. — The NATIONAL LIFE-BOAT INSTITUTION has formed a Life-boat establishment at Balcary Point, in Auchencairn Bay, on the coast of Kirkcudbright, which is considered to be an excellent position whence a Life-boat can proceed to shipwrecks on that

part of the coast. The boat is 34 feet long, 8½ feet wide, rows 10 oars double banked, and possesses the usual characteristics of the boats of the Institution in regard to self-righting, self-ejecting water, &c. The cost of the Life-boat, which is named *The David Hay*, and its equipment,

was defrayed from a legacy bequeathed to the Institution by the late Mr. DAVID HAY, of Edinburgh. A substantial and commodious house and a launching slip-way have been constructed for the boat. The new Life-boat Station was inaugurated on the 18th December last, under the superintendence of Lieut. BEDDOES, R.N., the Inspector of Life-boats for the Northern District, and in the presence of a large number of spectators. In opening the proceedings, Mr. JOHN G. MACKIE of Auchencairn, Chairman of the Branch, said that they had assembled on that occasion to receive the gift of the Life-boat from the Institution, and he expressed a hope that every success would attend it in its humane mission, and that it might do good work whenever called upon. After prayer had been offered up by the Rev. Mr. WARK, of Auchencairn, the District Inspector of Life-boats handed over the boat to the care of the Local Committee. Mr. MAXWELL of Munches, in acknowledging the presentation, called attention to the great debt of gratitude which the country owed to its seamen, and said that it was the duty of every one to contribute towards their succour in the hour of their need. He trusted that the crew of the Life-boat would be long spared to manage the boat, and that they would be supported in every way. After some remarks by Mr. WILSON, of Dalbeattie, Mr. J. G. BOYES, Local Honorary Secretary, and Mr. OVENS, of Torr, the ceremony of naming was performed by Mrs. MACKIE, and the boat was launched, and tried under sails and oars, when it gave entire satisfaction to the crew.

CRAIL, FIFESHIRE.—Another Life-boat establishment has also recently been founded by the Institution on the Scotch coast, viz., at Crail, about midway between the St. Andrew's and Anstruther Life-boat Stations, the local residents having readily availed themselves of the offer of a Life-boat, and promised to give it all possible support. A legacy bequeathed to the Institution by the late Miss PATERSON, of Edinburgh, for a Life-boat, to be named *The George Paterson*, and to bear the legend "Ready, aye ready," has been appropriated to this new Station. The boat is one of the 34 feet class, rowing 10 oars double banked, and is provided

with a transporting carriage. A suitable site for the Boat-house, on Balcombe Links, was readily granted to the Institution by the owner of the land, Colonel MONYPENNY. On the 6th November last, the public inauguration of this new Life-boat Station took place. The inhabitants entered with great spirit into the demonstration, and all parts of the town were gaily decorated, the display of flags being particularly striking. The Life-boat was taken in procession from the railway station through the town to the Boat-house. Headed by the Anstruther Volunteer Band, the procession started in the following order:—The Provost, Magistrates, and Town Council of Crail, accompanied by the Provosts of Anstruther and Cellardyke, the Freemasons of Crail and Anstruther in full costume, the school children of Crail, the ploughmen of the district, the general public, the Life-boat Committee, and the Life-boat mounted on its carriage, drawn by five pairs of horses. A large number of people followed, and altogether there were fully 2,000 persons in the procession. On arriving at the Life-boat House, Mr. HARRY ERSKINE, of Cambo, was called on to preside, and he expressed his satisfaction that so many of the inhabitants had assembled to show their appreciation of the gift of the Life-boat. He was sure that when the Life-boat was required for service the crew would not be behind other places in doing their duty. After the Rev. Mr. REID had offered up prayer, the Inspector of Life-boats of the Northern District, in a suitable speech, transferred the boat to the keeping of the Local Committee. Provost BEATTIE, in reply, said that whenever the cry arose of a ship in danger every nerve would be stretched, every heart would be roused and every effort made to save the sailors and others exposed to the risk of a watery grave. Three hearty cheers having been given for the Institution, Miss MONYPENNY, of Pitmilly, performed the naming ceremony, after which the boat was launched, and the crew were put through the usual exercise.

CLOUGHEY, Co. DOWN.—The local residents having expressed a strong desire that a Life-boat should be stationed at this place, and there being plenty of good boatmen to form the crew, it has been chosen accordingly as a Life-boat Station.

It is a small bay south of Ballywalter, about midway between that place and the entrance to Strangford Lough. The coast outside the bay is a mass of reef, extending a long way off the land, ending in what are called the North and South Rocks. The Life-boat sent here is the one shown by the Institution in the International Fisheries Exhibition, and afterwards tried at Brighton, which gained the prize offered for the best Life-boat. It is 34 feet long, 8½ feet wide, and rows 10 oars double banked. The boat is provided with a transporting carriage, and a substantial and commodious house for their reception has been erected from the designs of the Institution's architect. The Life-boat is named *The Faith*, and its cost was defrayed from a legacy bequeathed to the Institution by the late Mrs. BRADSHAW, of Reading. A Local Committee has been appointed to look after the Life-boat establishment, of which Major NUGENT, D.L., is the President; GEORGE E. BOWEN, Esq., J.P., Chairman; and the Rev. A. W. WHITLEY, Honorary Secretary. The Life-boat was out on service recently,

in a very heavy sea, for about five hours, when the crew were much pleased with its excellent behaviour, and especially with its admirable sailing qualities.

TOTLAND BAY, ISLE OF WIGHT.—THE NATIONAL LIFE-BOAT INSTITUTION has, on the application of the local residents, formed a new Life-boat establishment at Totland Bay, on the north-west side of the Isle of Wight, and has placed there a large Life-boat, 37 feet long, 8 feet wide, and rowing 12 oars double banked, suitable for service on the "Shingles"—a dangerous shoal at the Needles entrance to the Solent—and on the Warden Reef. The cost of the boat has been defrayed from a legacy bequeathed to the Institution by the late Mrs. LUCKOMBE, of Brighton, and it is named *The Charles Luckombe*. A substantial and commodious house has been erected for the boat. The Life-boatmen had their first exercise, under the superintendence of Commander ST. VINCENT NEPEAN, R.N., the Inspector of Life-boats for the Southern District, in June last.

### OUR INLAND BRANCHES.

BRADFORD. Derivation—*Brae*, a hill, and *Ford*.

UNTIL the beginning of the present century Bradford may be described as a place of no importance, though supplied by nature with every requisite to make it what it has now become, a town of the first magnitude. It is situated in the West Riding of Yorkshire, bordering on the Craven district, so well known for its wild and beautiful scenery; is a parliamentary borough and market town, and lies in a valley following the course of the Beck, which runs out into Aire-dale. Its position is admirably adapted to the successful carrying on of the manufactures for which it is so famed, the numerous streams which descend from the hills surrounding the town, feeding the Bradford Beck, a tributary of the Aire; in addition to this, numerous beds of coal exist in the neighbourhood. Thus there were two agents, water and fuel, only waiting for the advent of machinery and steam to make Bradford what it now is, one of the chief industrial centres of England.

Little is known of Bradford prior to the Roman conquest, but some slight evidence of Roman occupation has been found in the neighbourhood. In the time of William I. brief mention is made of the Manor of Bradford which, with a large tract of surrounding country, he gave to Ilbert de Lacy in return for services rendered at the battle of Hastings. Considerable progress was made under the Lacys, a charter for a market to be held every Thursday being granted, in addition to which a manor court was held for the recovery of small debts, and to obtain redress for local grievances. This court continued in existence until 1867, when all manor courts were abolished by the County Court Act.

At the beginning of the 14th century we find the population did not exceed 650, and the manor was granted to the Earl of Lancaster, the Lacy family having become extinct. Eventually it became the property of the Crown, and was let by Charles I. to the Corporation of

London for a yearly rental of 35*l*. The property was afterwards sold to some local gentlemen, and having passed through various hands came into the Marsden family; from them it was conveyed in 1795 to Mr. Benjamin Rawson, of Bolton-in-the-Moors, whose daughter, Miss Elizabeth Rawson, of Nidd Hall, near Knaresborough, is the present lady of the manor. The town seems to have been little affected during the disturbed times of the 15th, 16th, and 17th centuries. Only twice do the inhabitants, who were in favour of the Parliament, appear to have been attacked by the Royalist troops, when the town after a rude fashion was fortified and endured a siege, the church tower being hung round with woolsacks to protect it. In the second attack, the first having been repelled and the Royalists beaten back, the defence of the town was entrusted to Sir Thomas Fairfax, but he was defeated and his wife taken prisoner. The effect of the civil war was severely felt by the inhabitants, the greater part of a century passing away before the town began to recover itself.

Bradford has long been considered the chief seat of the worsted trade. So far back as the commencement of the 14th century there existed a fulling mill, showing that the manufacture of cloth was even then carried on. The improvement in this industry was supposed to have been due to the settlement in Bradford of colonies of Flemings who were persuaded by Edward III., and subsequently by Henry VII., to come over and settle in England. The civil war brought a long period of depression, and it was near the close of the 18th century before any advance or improvement was made in the trade. In 1773 a Piece Hall was erected to accommodate the merchants and traders who began to assemble on the market days, and the following year the Bradford canal was constructed in connection with the Leeds and Liverpool canals, affording communication with all the ports on the east and west coast of the kingdom, and lines of railway connect the town with all parts of the country. About the same time a greater impetus was given to trade by the manufacture of worsted being transplanted to a great extent from Norwich to Bradford. The population in the next twenty years nearly doubled

itself, and in 1798 the first worsted mill was erected. With the introduction of steam and machinery an immense increase in trade was obtained. Capitalists came to the assistance of the native manufacturers, and mills began to multiply to an extraordinary extent, much to the discontent of the hand loom weavers and spinners. The trade of the town too expanded with rapid strides, and the population, which in 1800 was only 13,000, rose in 1871 to 146,000, and since then has increased at the rate of 70 per cent. Several millions of pounds of home-grown wool are exported annually, and a large quantity of colonial wool is imported and consumed. Celebrations in honour of Bishop Blaize, the patron saint of the wool-combers, used to be held every seventh year in the town; the last great celebration was in 1825.

Of late years Bradford has become less dependent than formerly upon one trade, others having secured an important footing in the district. The making of machinery, principally for exportation, constitutes one of the chief industries, and extensive stone quarries exist in the neighbourhood which provide stone for the extensive building operations continually in progress, large quantities are also supplied to all parts of the country and abroad.

No expense has been spared in widening the thoroughfares, which formerly were narrow and irregular, and in erecting public buildings worthy of the town. Bradford is essentially modern, and the only building possessed of any antiquity is the parish church, which was built in 1450. Market Street is the finest thoroughfare, and the only one that is level in its entire length. In this street are to be found the Town Hall, the Exchange, and the Mechanics' Institute. The Town Hall was erected in 1872-3 at an expense of 100,000*l*. The clock tower is 200ft. high with a bell tower above it. In the tower one of the handsomest clocks in the kingdom has been fitted, and chimes equal to any in the world have been provided. St. George's Hall, built in 1849, contains one of the largest rooms in any public building in the kingdom. It is 152 feet long, 76 feet wide, and 60 feet in height, and seats 3,328 persons. The Exchange was built in 1864 at a cost of 40,000*l*, to take the



place of the old Piece Hall, which was quite inadequate for the wants of the mercantile community. The Bradford Chamber of Commerce have their offices in this building. The first Temperance Society in England was established in Bradford in 1830, and seven years after the first Temperance Hall was erected. The Grammar School is really the oldest institution in the town, having been founded by Edward III., and endowed by Charles II., who granted it a charter of incorporation, the school being subsequently called the Free Grammar School of King Charles II. at Bradford. The annual income of the school is now 500*l.*, and is under the management of a governing body numbering from twelve to sixteen persons. In 1873 Mr. Henry Brown gave 6000*l.* to create scholarships for the school, and the sum of 500*l.* was given by Mr. Forster for a similar purpose. The school has also the privilege of sending candidates for exhibitions under the will of Lady Elizabeth Hastings, made in 1739, so that five scholars out of eight principal schools in Yorkshire, of which Bradford is one, should be entitled to exhibitions at Queen's College, Oxford. The present building was opened by the Rt. Hon. W. E. Forster in July, 1873, having cost 8000*l.* All the other buildings are in keeping with the importance of the town, which is crowded with immense manufacturing establishments, warehouses and extensive mills, covering large areas of ground and of great height. Among the numerous charitable institutions supported by the town of Bradford, the claims of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which is entirely supported by voluntary contributions, have not been overlooked. The inhabitants were first reminded of their direct interest in everything connected with the welfare of the sailor upon whom they depend for the enormous expansion of their numerous industries, by a communication the Society received in 1865 from Mr. Chas. Semon, the then mayor, who wrote to say that he and eleven other gentlemen of that town had succeeded in raising 425*l.* to pay the cost of a Life-boat to be presented to the Institution, and named the *Bradford*. With the consent of the Board of Trade, Ramsgate Life-boat Station, which is under the management of the Harbour Authorities, was appropriated

to the town of Bradford, and the Life-boat was forwarded to her station the following year.

In 1877 when going out to the assistance of a distressed vessel the Life-boat was run into by the steam-tug which always accompanied her on her expeditions, and permanently disabled. Immediately the residents of Bradford were informed of the accident which had occurred to the Life-boat, they organized a subscription to defray the cost of a new boat, and in a short time they raised the full amount of 718*l.*, which they remitted to the Parent Institution. A tablet recording the services of the old Life-boat was forwarded by the Parent Institution to the Bradford Branch to be placed in a public building in the town. No boat, except that stationed at Caister, on the Norfolk coast, is more distinguished in the annals of life-saving than the one stationed at Ramsgate. Placed in the best position for operation on the Goodwin Sands, one of the most fatal to wrecks, aided at all times by two powerful steam-tugs, and being in communication with the lightships by carefully pre-arranged signals, no time is ever lost in getting out to sea. The services of this Life-boat have been graphically described by the Rev. John Gilmore, the late vicar of Ramsgate, and in one of his narratives he adds a postscript addressed to the good people of Bradford with reference to their gift, and describes her behaviour in glowing terms on the first occasion her services were required, which was the Sunday following the boat's arrival at Ramsgate. Having explained in a thrilling manner peculiar to him the conditions under which the service was performed, he goes on to say: "She behaved nobly, and a noble boat all declared her to be; and as I gratefully watched the scene, one not foreign to Sabbath thoughts and the Gospel message, efforts to save the perishing from the storm-tossed and fast-breaking wreck, and bear them to a haven of peace, I could not help feeling it to be a matter of little wonder that so many of the English-hearted inhabitants of our inland towns, as they realise the nobleness and mercy of Life-boat work, should determine to have their lot in the great and stirring cause, and do all they can to plant and sustain Life-boats on our coasts, saying

to our brave sailors—and saying it with no misplaced confidence—here for the sake of the perishing we provide you with the means for their rescue, and to your stout hands and stout hearts under God's providence we leave the rest."

The first Life-boat was instrumental in saving 344 lives and 19 vessels, representing much valuable property, between the years 1866 and 1877, and the second Life-boat between 1877 and the present

time has saved 362 lives and 24 vessels, making a grand total of 706 lives saved and 43 vessels. The Rt. Hon. W. E. Forster, M.P., succeeded the Mayor, Mr. Chas. Semon, as President of the Bradford Branch, whose Chairman is Fredk. Priestman, Esq., and the post of Hon. Secretary was until recently ably held by Mr. J. A. Godwin, who, we regret to announce, has recently resigned. His successor is Mr. J. W. TURNER, of Cheapside, Bradford.

### THE SHIPWRECK OFF "SOULSGRIF."

The following graphic account of a determined and gallant Lifeboat Service rendered on the occasion of a shipwreck which occurred on the Yorkshire Coast a few years since, is abridged from an interesting work, entitled, "Between the Heather and the Northern Sea," by Mary Linskill ("Stephen Yorke"), published by Messrs. Richard Bentley & Son, London.

"The scene in Soulsgrif Bight disclosed itself quite suddenly from the turn at the top of the cliff. It was a wild scene, and impressive; and the sounds that dulled and deadened the hearing were at least as impressive as the sight itself. . . . The Bight seemed to be rapidly filling with swift-moving apprehensive figures. Some came from the north, some from the south. . . . There was an excitement, suppressed as yet, on every countenance, and every eye was turned strainingly seaward. At present this seaward view was suggestive only of terror, of angry and awful power. The dark clouds were obscured; so, too, was the darkly-heaving distance of the sea. Mystery was the key-note of the scene, the mystery of driving storm-scuud—scuud of rain or snow, meeting and mingling with the scuud of riven, flying surf. The only light in it was a heavy, lurid yellow light, that appeared to be neither of sun, nor moon, nor stars; a light that seemed to strike upward from the torn sea, rather than downward from the troubled heavens. . . . Nothing was strange, save the awful booming of the sea all along the foot of the cliffs, the wild roaring and lashing, the mad bursting and tossing of the waves, that stretched in broken heights and shadowy depths across the Bight from Briscoe Point to Soulsgrif Ness. What roar was of the water, and what of the rushing mighty wind, could not be discerned. . . . The news that a schooner, believed to be the *Viking*, had been seen drifting past Briscoe Point, disabled and dismasted, was the first news of the sailing of the ship. More than one of the men assembled there had seen the hull of the disabled ship, as it rolled and laboured past the point. The mainmast had snapped off a few feet from the deck; some three or four figures, gathered about the bows, was all that could be discerned through the

darkness and mist of the edge of the snow squall. . . . There was a slight change in the aspect of things. The wind veered a little; the snowstorm began to clear away to the north. Every eye in Soulsgrif Bight was fixed upon the riven lurid edge of the moving cloud. It went on moving, moving over sullen, dark, blue-black waters, fretted with leaping tongues of white foam, tongues that leapt hungrily one upon another, because nothing else was there for them to leap upon. There was nothing else, from Briscoe Point to the riven cloud-edge that went on moving away. Even above the desperate thunder and boom of the sea you could hear, or perhaps feel, the low ground-tone of despair that came from the hearts of the people standing there. More than three parts of the wild, wide bay, was clear now, clear and cold as blue steel; but no dismasted hull rose darkly between sea and sky. . . . From point to point there was nothing for the eye to see save the great strife of waters, nothing for the ear to hear but the war of the unabating tempest. . . . But they knew well that so small a thing as a piece of wreck, or even a boat, might show itself for one moment, and then hide itself for many, in such a mountainous sea. . . . Yet not one full minute had passed when the cry, half glad, half full of anguish, swept across the Bight, 'They've ta'en to the boat! God help them! They've ta'en to the boat!' For the moment every one had seen it for themselves. Away beyond the seething, desperate, madly-plunging surf, a vast ridge of water had risen slowly, bearing on its unbroken crest a tiny boat, with six dark figures visible against the cold clear sky. 'Heaven help 'em!' said the man who had been watching them through the glass. 'Heaven help 'em! There's some on 'em stripped to swim.' Even as he spoke the boat disappeared. A great white crest, with a flying mane, swept up between, seeming as if it broke into the blue ether that was changing to green. There was no murmur in the crowd, no cry; only a breathless, heart-swelling silence. Could nothing be done? *Nothing? Nothing?* . . .

"Suddenly, very suddenly, the painful, breathless silence was broken. A woman, looking southward, saw on the snow-covered cliff-top some object looming, towering greatly against the sky. A crowd of toiling people was all

about it; horses were being moved hither and thither; ropes were being thrown, and coiled, and bound. 'My God! my God!' said the woman, who had been praying passionately for her husband's life, 'My God! it's the LIFE-BOAT!' Even so; it was the Life-boat. . . . The children of children yet unborn will tell of the cutting of the frozen and deeply-drifted snow, over hills and through hollows, for six long miles; the painful dragging, step by step, of the massively-built boat, mounted on her own carriage, by men who wrought in silence, in utter obedience, in splendid willingness, with desperate resolve. . . . Men and horses from well-nigh every farm on the road joined the band of volunteers, the men working with such a will as they had never in their lifetime brought to any labour of their own. Massive snow-drifts disappeared, hewn away in heavy blocks; the horses strove in the shafts, as many as eighteen being yoked at one time, in places where the road was steep or the snow imperfectly cleared. No difficulty stopped or stayed this little force of brave Yorkshiremen, as they struggled forward, ever forward, on their merciful errand. Even the men who knew that for them the worst was yet to come, the braving of the terrible sea after the terrible toil on land, even they spared not themselves. No, not even when the Life-boat stood on the top of Briscoe Bank, and was seen towering there by eyes that could only see through tears, welcomed by voices whose words of greeting were choked and overpowered by sobs. Strong men wept as the ringing cheers at length passed upward through the deafening roar of wind and wave; but their weeping had to be brief. The end was not yet. The day was passing on, the tide was rising, the awful foam-white walls of sea that were roaring and dashing in Souls-grif Bight were growing more appalling in their dread tempestuousness with every hour that went by. . . . The little boat, with the shipwrecked crew, was still there, tossing outside the breakers. It could be seen from time to time for a few seconds. . . . Near five hours had gone by between the sighting of the dismantled ship and the sudden looming of the Life-boat on the top of Briscoe Bank. . . . Swiftly, silently, yet with terrible difficulty, the Boat was lowered down by means of ropes. When it touched the sands of the Bight there was a burst of strong, subdued, yet almost overpowering emotion. . . . Swiftly, and as silently as might be, the Life-boat was manned, the brave sea-soldiers buckled on their buoyant armour, set their pale-blue lances athwart the rest, and turned to face the foe, with hearts as brave, as disdainful of danger, as any that ever beat in the breasts of the chivalrous knights of ancient repute. . . . If Homer had seen Ulysses and his men launching a nineteenth-century Life-boat straight out into the very middle of the breakers that surge and dash upon the North Sea coast during a hurricane, we had had

another epic to set our hearts a-beating to its diviner theme. . . . No eye there saw aught save the Boat, its swift forward leaping, its downward plunge into the trough of the sea, its perilous uplifting and suspension on the curling crest of the mountainous wave, its perpendicular rearing as it rose, its dread descent as it fell, its human reel and shudder under the shock of a mighty blow, its sad submission to the drenching, bursting wave, that half filled the hollow between its planks, the swaying, the rocking, the tossing, the threatening, the hard, strong, desperate striving, how should any eye turn from the appalling fascination of a scene like that? . . . The Life-boat was struck by the heaviest sea she had encountered yet. It fell like an avalanche, well-nigh swamping the Boat, and breaking six of her oars. 'They snapped like straws,' said one of the men afterwards, a man whose arm had been disabled by the same stroke. Two other men were hurt; the Boat was not manageable against the wind; there was nothing for it but to turn back for reinforcements of men and oars. A whole hour's rowing, at full strength, in such a sea as that had exhausted the powers of the Life-boat crew to a considerable extent, and it had been fruitless. The storm was still raging with its wildest fury. The little boat was still in sight. . . . Another snow squall was looming and threatening in the distance; the coxswain of the Life-boat was calling out for fresh hands. They were there, with fresh oars, all waiting ready. . . . Another moment, and they were out again in the great white upheaving world of water. It seemed as if the roar of the gale were rising to a shriek as the squall came on. The mingled sleet came down, rain and snow one minute, rain and stinging hail another. You looked, and the Life-boat was visible through the slanting scud, leaping, plunging, quivering; the men bending forward on the thwarts, under the deluge that was pouring over them, clinging for very life. Again you looked, and there was neither boat nor men to save, neither boat nor men to be saved. All was rage, dread, white fury, black despair. . . . At last, through a break in the thick yellow-grey mystery, it was seen that the Life-boat was being rapidly driven shoreward again. Another minute, and it was seen that she had more than her crew on board. No voice was heard in that suspense. If any one spoke, even to God, he spoke silently. Not till the Life-boat actually touched the beach, slanted downward on a seething wave, did the cry reach the shore, 'ALL SAVED!' Across the Bight it flew, amid the roaring and rattling of the hurricane. 'All saved! all saved! all saved! all saved!'

The NATIONAL LIFEBOAT INSTITUTION granted £70 10s. in rewards for this grand service.

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED  
THE 30TH JUNE, 1884.

THE Wreck Register which has been issued within the last few days by the Board of Trade affords, in its elaborate and carefully prepared tables, abundant matter for consideration and thought. Many of the facts laid before us draw from us the deepest regret; while others, reminding us of the old proverb that "every cloud has a silver lining," cannot but give any well-regulated mind a considerable amount of satisfaction.

We find that during the year ended the 30th June, 1884, there were 3,647 shipping casualties on our shores; but, although this number seems, and is, terribly large, it is well to know that during the preceding year it was exceeded by 7 wrecks. It is still more reassuring to find, on further examination, that while the casualties of the year ended the 30th June, 1883, entailed the loss of 1,020 precious lives, those of the year we are now considering resulted in the loss of 661 lives only, or a decrease of no less than 359. It would be difficult to account definitely for this remarkable falling off in the number of lives sacrificed, but while it is possible, not to say probable, that the elements themselves may have had something to do with it, we cannot but think that the efforts of the last few years to improve the seaworthiness of vessels, added to the spread of education and the application of scientific improvements, must to no mean extent have brought about such a satisfactory result.

The 3,647 wrecks above referred to include all classes of casualties—total loss, partial loss, collisions, etc.—and when the total is subdivided it is found that the more serious cases of wrecks fell from 551 to 473, leaving a balance of 3,174 to represent minor accidents. This fact in itself is worthy of notice, but the diminution in the number of wrecks resulting in the loss of life was even more important, the total being 163, or 57 less than that of the previous year.

Doubtless the falling off in the number of wrecks is partially due to the fact that fewer vessels came to and went from our shores. In the year 1883 669,148 vessels, with a tonnage of 144,793,457, entered

and left our ports, whereas last year only 656,744 vessels, with a tonnage of 144,000,375, came in and went out, showing that there was a decided decrease in the import and export trade of the country. It is estimated that there were not far short of 4,000,000 people on board the vessels coming and going.

In order to put matters clearly before our readers, we will now give a tabular statement, showing the number of shipwrecks which have occurred on the British coast since 1854:—

1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,488; 1863, 1,664; 1864, 1,390; 1865, 1,656; 1866, 1,860; 1867, 2,090; 1868, 1,747; 1869, 2,114; 1870, 1,502; 1871, 1,575; 1872, 1,958; 1873 (first six months), 967; 1873-4, 1,803; 1874-5, 3,590; 1875-6, 3,757; 1876-7, 4,164; 1877-8, 3,641; 1878-9, 3,002; 1879-80, 2,510; 1880-81, 3,575; 1881-2, 3,660; 1882-3, 3,654; and 1883-4, 3,647.

It will be gathered from these figures that in the last thirty years alone there have been as many as 66,377 wrecks, and those wrecks entailed the loss of 22,312 lives. This last total is sad enough, but what would the numbers have been had not the ROYAL NATIONAL LIFE-BOAT INSTITUTION been in existence. The means adopted by this Society were provisionally so successful that no less than 22,161 lives were saved within the same period, and since the foundation of the Institution in 1824 the lives of 31,872 persons have been rescued. It will be seen, however, that the number of lives lost exceeds that of those saved by the Life-boats, so that if the position is to be reversed more support must be given to the Life-boat cause, and means taken, which cannot be done without funds, to render the service even more efficient than it now is. The Rocket apparatus of the Board of Trade also did a great and important work in the year 1883-4, the 297 stations where the apparatus is supplied having been instrumental in saving 202 lives.

4,405 vessels were involved in the

3,647 casualties mentioned above. This will be readily understood when it is explained that in collision cases at least two vessels are necessarily involved, and last year there were 42 more vessels so implicated than in the previous twelve months. We regret to notice that in the year 1883-4, notwithstanding the total number of casualties fell to 3,647, as before stated, there was a very considerable increase in the number of collision cases, which rose from 685 to 721. Of the remaining 2,926 casualties, 407 resulted in total loss, 833 in serious damage, and 1,686 in minor accidents, so that although there were 43 less wrecks, excluding collisions, the total losses and serious casualties increased from 1,152 to 1,240. Not taking into account collisions, 2,613 of the 2,926 casualties happened to British and Colonial vessels, and 313 befell foreign ships and steamers. The British and Colonial vessels were thus employed:—In our coasting trade, 1,664; in the oversea home and foreign trade, 661; in fishing, 288. Only 19 casualties occurred to foreign vessels trading on our coast, 237 to those bound to or leaving our home ports, and 57 to foreign vessels not trading to or from our shores.

The localities of the wrecks other than collisions were as follows:—East coast of England, 892; south coast, 535; west coasts of England and Scotland and east coast of Ireland, 1,014; north coast of Scotland, 116; east coast of Scotland, 92; and other parts, 277.—Total, 2,926.

As regards the loss of life resulting from casualties of all sorts, it is curious to notice the remarkable change which took place last year in the local distribution of such loss. For many years the east coast of England was by far the most fatal to the shipwrecked mariner; but what was the case in 1883-4? While on the east coast of England the number of lives lost fell from 466 to 142, there were as many as 282 lives lost on the west coasts of England and Scotland and the east coast of Ireland, the loss on the south coast of England being 92, or 6 less than the year before; on the north coast of Scotland 59, or an increase of 13; the east coast of Scotland 25, or 62 less than the preceding year, and other parts 61.—Total, 661.

The annexed chart gives at a glance an admirable idea of the wrecks which took

place on our dangerous shores during the year ended the 30th of June, 1884, and it will be observed that very small portions of the coast have immunity from shipwreck, showing how important it is to protect properly, by means of Life-boats, our whole coast line.

Between 1861 and the end of June, 1884, there were as many as 3,965 vessels wrecked on our coast, all of which casualties resulted in the loss of lives, numbering in all 18,473.

It is highly satisfactory to find that the number of British vessels totally wrecked on the shores of the United Kingdom, not including collisions, either on account of the vessels being unseaworthy, or of the officers, pilots or crews being ignorant or careless, fell last year in the first case from 33 to 13, and in the second case from 68 to 44; the total losses arising from other or unknown causes having decreased from 101 to 96, and those caused by stress of weather from 197 to 187.

The casualties resulting in serious damage arising from the same causes, were as follows:—through defects, 37; errors, 96; weather, 380; break down of machinery and explosions, 138; other causes, 78; while the cases of minor damage were:—through defects, 115; errors, 190; break down of machinery and explosion, 113; stress of weather, 909; and other causes, 217.

It is somewhat curious to note the ages of the various vessels wrecked during the year 1883-4. Not including collisions and foreign craft, disaster befell 262 almost new vessels, 302 to ships from 3 to 7 years of age, 483 from 7 to 14, and 992 from 15 to 30 years old. As regards the casualties befalling old and very old ships, 402 vessels were between 30 and 50 years old, 41 between 50 and 60, 20 between 60 and 70, 10 between 70 and 80, 9 between 80 and 90, 7 between 90 and 100, and 6 were more than 100 years old. The ages of 79 of the vessels wrecked could not be ascertained. Irrespective of collisions, 764 steamers and 2,162 sailing vessels were wrecked on the coast during the year.

Of the 2,613 British vessels which were wrecked, excluding cases of collision, 1,385 did not exceed 100 tons burden, 679 were from 100 to 300 tons, 162 from



SHETLAND ISLANDS  
 Unst I.  
 Fetlar  
 Whalsey I.  
 Foula I.  
 Sumburgh H<sup>d</sup>.  
 Fair I.

ORKNEY ISLANDS  
 N<sup>th</sup> Ronaldsha  
 Sanda I.  
 Stronsa  
 Stromness  
 Hoy I.  
 FENTLAND  
 Donnet H<sup>d</sup>.  
 FIRTH  
 S<sup>th</sup> Ronaldsha  
 Duncansby H<sup>d</sup>.

WESTERN HEBRIDES OR LOYAL  
 Barra H<sup>d</sup>.  
 Tiree I.  
 Mull I.  
 Skerryvore I.  
 Colonsay  
 Mull of Islay  
 Mull of Cantyre  
 Mull of Galloway

**SUMMARY**

*During the year ended the 30<sup>th</sup> June 1884 the number of vessels lost or damaged on the coasts and in the seas of the United Kingdom including cases of minor damage was 4465 and the loss of life as far as can be ascertained, was 661*

	Life Boats	Rocket Stations	
There are	223	194	in England.
"	47	45	" Scotland.
"	37	51	" Ireland.

# WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR

1883-84

Compiled from the Board of Trade Register.

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

- SIGNIFIES A CASUALTY.
- ★ REPRESENTS A LIFEBOAT.

Scale of Nautic Miles

10 0 50 100



300 to 500 tons, and 387 were above 500 tons burden. As regards the 340 British vessels totally lost (not including collisions), 42 were constructed of iron, 33 of them being steamers and 9 sailing vessels; the rest were either of composite build or of wood.

We notice that we are furnished with the force and direction of the wind in only 1,348 of the 3,647 cases of wreck, and on examination it seems that the winds which wrought most damage on our coasts during the year were:—N. to E. inclusive, 192; E. by S. to S. inclusive, 168; S. by W. to W. inclusive, 566; and W. by N. to N. by W. inclusive, 422.—Total, 1,348. As regards the force of the wind at the time these 1,348 casualties occurred, 938 happened with the wind at forces 9 to 11, or a strong gale to a storm, while the remaining 410 occurred when the wind was 7 to 8, or a moderate to fresh gale, when any vessel properly found, manned, and navigated, might be expected and ought to travel safely.

As to the 721 collisions on or near our coasts, 287 happened in the daytime, and 434 at night; 57 were between steamers under weigh; 161 between steamers and sailing vessels, both being under weigh; and 227 between steamers or sailing vessels under weigh, and steam or sailing vessels at anchor. Of the remaining 276 collision cases, 156 occurred to sailing vessels, both ships being under weigh, and 120 were caused by vessels breaking from, or fouling at, anchors or moorings.

On examining further the tables of the Register, we much regret to learn that although there was a falling off last year in the number of wrecks around our shores, there was a very serious increase in the casualties to vessels in our harbours and rivers, the number of total losses having doubled. The figures were:—Total losses 38, against 19 the year before; collisions, 836; foundering, 4; strandings, 319;

miscellaneous, 122. Total 1281, or 263 more than in 1882-3. This total resulted in the loss or damage of 2,207 ships, of which 1,165 were British sailing vessels, 913 British steamers, 97 foreign sailing vessels, and 32 foreign steamers. The number of lives sacrificed consequent on these casualties would, curiously enough, have been the same as in the preceding year, viz. 31, had it not been that 124 lives were lost at the launch of the *Daphne* in the Firth of Clyde, which brought up the total to 155.

We have before alluded to the very considerable falling off in the loss of life resulting from the wrecks which took place last year on our coast. It will be remembered that the number sacrificed in 1882-3 was 1,020, whereas last year the number fell to 661, giving a decrease of 359 lives lost. Of these 661 lives 62 were lost in foundered vessels, 75 in collisions, 228 in vessels stranded or cast ashore, and 242 in missing vessels. The remaining 54 lives were lost from various causes, such as explosions, being washed overboard, etc. The total number of vessels from which lives were lost was 163. Of these 145 were British, entailing the loss of 581 lives, and 18 foreign, involving the loss of 80 lives.

The thought which naturally suggests itself to our minds after considering these facts and figures is how thankful we ought to be that such a noble Society as the ROYAL NATIONAL LIFE-BOAT INSTITUTION not only exists, but is actively at work. Were it not for its 290 Life-boats always ready to launch to the assistance of those in distress on our rocky shores, how much greater would the sacrifice of life be than it is? Surely then it behoves all who recognise the value of human life to use every means at their disposal to maintain and extend such an important and absolutely necessary work—a work second to none in the world.



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

**NORTH SUNDERLAND.**—The schooner *St. Fergus*, of Wick, bound from the Tyne for Inverness, with cement, in trying to pass through the Fairway, between the land and the Farne Islands, during a strong W.N.W. gale on the 17th March, 1885, broke her forestay, became unmanageable, and drove on the rocks. The Life-boat *Thomas Bewick*, was launched to the assistance of the vessel, at 4.20 p.m., immediately it was seen that she had struck, but on reaching her the master declined to leave her; the boat, however, remained by her about an hour, and the master and crew of four men were then taken to the Inner Farne Lighthouse. The vessel became a total wreck.

**PORThDINLLAEN, CARNARVONSHIRE.**—The schooner *Richard*, of Nefyn, bound from the Scilly Islands for Carnarvon, in ballast, showed signals of distress, being in danger, while at anchor in Porthdinllaen Bay during half a gale of wind, and a heavy sea, on the 27th of March. At 8 a.m. the *George Moore* Life-boat proceeded to her assistance, and with some difficulty brought off her crew of four men, and safely landed them at 9.30.

**RAMSGATE.**—At midnight on the 30th of March signals were fired by the Gull and Goodwin Lightships, and a flare was seen on the North Sand Head. The *Bradford* Life-boat stationed at Ramsgate put out in tow of the harbour steam-tug *Vulcan*. When at a convenient distance the boat was slipped and sailed alongside the stranded vessel, which was the barque *Rhuddlan Castle*, of Liverpool, bound from Shields for Valparaiso, with a cargo of coal and a crew of fifteen men and a pilot on board. The master having engaged the services of the crews of the life-boat and tug to get his vessel afloat, some of the cargo was thrown overboard, an anchor was laid out, and at 11 a.m. the tug commenced to tow the barque, the Life-boatmen and the crew of the vessel working at the windlass; the steam-tug *Victor*, of London, was afterwards engaged, and both steamers continued towing until the tide fell, when their ropes were slipped. The crews of

two galleys were then employed to assist to throw the cargo overboard, and this work was continued until 8 p.m. At 10.15 the tugs again began to tow the vessel, and at 11.20 she came afloat, and was taken to the Downs by the *Victor*, the Ramsgate Life-boat and tug returning to their Station, and arriving there at 3.30 a.m., on the 1st of April.

Signal guns having been fired from the Gull Lightship during a S.S.E. wind and thick weather on the 29th of May, the *Bradford* Life-boat and *Vulcan* steam-tug left the harbour at 4 a.m., and proceeded to the Goodwin Sands, where the s.s. *Edinburgh*, of Newcastle, was found stranded. The Life-boat went alongside the vessel, and at the request of those on board remained by her until the flood tide, when she floated and resumed her voyage to Cardiff. The tug and Life-boat then returned to the harbour, arriving at noon.

During a moderate S.E. wind at 6 a.m., on the 11th September, the *Bradford* Life-boat and *Vulcan* steam-tug proceeded to sea in response to signal guns from the Gull Lightship, and found a barque riding near the North Sand Head, having been in collision with another vessel. The barque's crew had abandoned her, but now went on board again, anchors were supplied, she was taken in tow, and brought to Dover, the wind by that time having increased to a hard gale from the N. The barque proved to be the *Maria*, of Christiania, bound from Caen to Newcastle, in ballast, with a crew of ten men.

**ST. ANDREW'S.**—The fishing boat *Pride of the Ocean*, belonging to St. Andrew's, and returning from fishing at Shetland, was seen making for the harbour, at about 5 a.m., on the 9th April, during a strong N.E. wind, and a very rough sea. As it was known that she was undermanned, and as her position was very dangerous, the Life-boat *Ladies' Own* went to her assistance, put a sufficient number of men on board, and brought her safely into the harbour.

**WHITBY.**—At about 5.30 p.m., on the

3rd of May, the sloop *Wear*, of Sunderland, bound from Hartlepool for Walcott with coal, while attempting to enter the harbour in a very heavy sea, missed the entrance, became unmanageable, drifted into the heavy breakers north of the west pier, and eventually stranded on the beach, about half-a-mile from the pier. The Whitby No. 2 Life-boat, *Harriott Forteath*, was launched, and in the presence of thousands of spectators, rescued the vessel's crew of two men who had taken to the rigging in order to save themselves from being washed off the deck by the heavy seas.

The Life-boat *Harriott Forteath* was also launched at about 6.30 A.M., on the 20th August, and rescued the crew, consisting of three men, from the fishing coble *Robert and Henry*, of Whitby, which had stranded on the beach during a fresh N.N.E. gale and a heavy sea.

WHITEHAVEN, CUMBERLAND.—At midnight on the 9th of May, the Norwegian barque *Thorsbjerg*, laden with deals from Laurvig for Whitehaven, which was lying at anchor off the port, waiting until the tide would allow her to enter, parted both her cables, and drifted in shore during a gale of wind from the W.N.W. accompanied by fierce squalls and a rough sea. The water being low, the crew were unable to bring the vessel round, and she was driven inwards; and as the breakers lifted her, bumped upon the sands until her back was broken, and the keel washed away. The Rocket Brigade very promptly assembled and fired rockets, great skill and judgment being required in firing owing to the force of the gale. The efforts of the brigade were happily crowned with success, and the line was made fast to the only mast left standing; but the ship was too far off for the rope to be made use of with safety. The *Elizabeth Leicester* Life-boat, which had meanwhile been taken out, was launched, reached the vessel, took off her crew of nine men, and the pilot, and brought them safely to land. The vessel subsequently drifted on to the beach just below the Life-boat house. On the following day her rigging was cut away, the broken masts removed, and her cargo unloaded.

LYTHAM, LANCASHIRE.—The Life-boat *Charles Biggs*, was launched at 7.15 A.M.

on the 31st of May, to the assistance of the schooner *Isabella*, of Beaumaris, bound from Plymouth for Preston with a cargo of china clay, which had stranded on a dangerous part of the Horse Bank, during a gale of wind from the W.N.W. The boat remained by the vessel until the wind abated, and the crew were out of danger.

CAISTER, NORFOLK.—On the morning of the 19th June, the schooner *Agile*, of and for Goole from London, with a cargo of chalk, stranded on the Middle Cross Sand. A yawl went to her assistance, but was unable to get near her owing to the heavy sea. Signals were shown, and in response the No. 2 Life-boat went out at 6.45, and brought ashore the schooner's crew, numbering four men, shortly before she became a total wreck.

On the 12th September, the smack *Sea-bird*, of Yarmouth, was seen to get on the sand known as Holkham Knoll. The Caister No. 2 Life-boat, the *Godsend*, was launched at 2 P.M., proceeded to the vessel, succeeded in getting her afloat, and took her into Yarmouth Roads. She carried a crew of six men.

CEMLYN, ANGLESEY.—A messenger reported that a schooner had gone on the rocks at the east side of Cemlyn Bay, at about 5 o'clock on the morning of the 28th July, during a fresh E. wind. The crew of the Life-boat *Good Shepherd* were at once summoned, and the boat proceeded to the assistance of the vessel, which proved to be the *Lord Mostyn*, of Amlwch, bound from Liverpool to the Skerries Lighthouse with coal and coke. The Life-boat remained by her until the tide rose, when she floated and safely reached Cemlyn beach.

TYRELLA, Co. DOWN.—On the 9th August, during a gale from the S.E., and very thick weather with heavy rain, the schooner *Rambler*, of Newry, bound from Carlingford to Liverpool, with a cargo of paving stones, was driven ashore at Ringsallen in a thoroughly helpless condition, having lost her sails. The Life-boat *Memorial* was launched at 10 A.M. Great difficulty was experienced in getting her afloat, owing to the fury of the wind and sea. The crew, however, succeeded at last, after which they went alongside the

vessel and rescued her crew, consisting of the master and three men. In attempting to board the Life-boat, the master dropped into the sea, but was promptly rescued by the Life-boatmen.

COURTOWN, Co. WEXFORD.—The *Alfred and Ernest* Life-boat put off at noon on the 9th August, signals of distress having been shown from the schooner *Corsair*, of Arklow. That vessel had for several months past been stranded on the beach about a mile N. of Courtown Harbour, and on the morning in question the man in charge of her had, aided by several other men, been successful in getting her off; but the wind rising from the S.S.W., and the sea becoming rough, with heavy breakers on the shore, she was driven back and filled with water. Nine men who were on board were landed by the Life-boat.

ORME'S HEAD, CARNARVONSHIRE.—While the *Sister's Memorial* Life-boat was exercising, at about 10.30 A.M. on the 10th August, a small sailing-boat—the *Mira*, of Llandudno—was seen to be in danger, and showing signals of distress, during a strong gale from the S.W. The Life-boat immediately proceeded to her assistance, rescued the four men, and took the boat in tow. In returning to her station, the Life-boat was struck by a sudden violent squall, and capsized; she immediately righted, however, and her crew and passengers safely regained her, with the exception of one of the latter, who would in all probability have been drowned, had not JOHN ROBERTS, one of the Life-boatmen, bravely gone to his help, and supported him until they were both picked up by the Life-boat.

The thanks of the Institution, inscribed on vellum, and an additional reward of £7, were presented to JOHN ROBERTS, in recognition of this good service.

MORAY FIRTH, NAIRNSHIRE.—Telegrams were received from Burghhead and Findhorn, on the 13th August, to the effect that a barque was ashore between Findhorn and the Old Bar, beyond the reach of the rocket apparatus. The *Caulfield and Ann* Life-boat was promptly manned by a volunteer crew, Capt. BAIN and Mr. JAMES CRAWFORD CRAWFORD going out in her, and encouraging others to follow

their example, the regular crew being absent fishing. After a long and hard pull through a heavy sea, the wind blowing a gale from the N., the vessel, which proved to be the *Himalaya*, of Tvedestrand, Norway, bound from Sundsvall for Inverness with timber, was reached, and her crew of nine men were happily rescued, the vessel becoming a total wreck.

The thanks of the Institution, inscribed on vellum, were voted to Capt. BAIN and Mr. CRAWFORD, in recognition of their valuable services on this occasion.

MONTROSE.—The Montrose No. 1 Life-boat, *Mincing Lane*, was launched at about 2 P.M. on the 19th August, during a moderate S.E. wind, to the assistance of the fishing-boat *Vine*, of Montrose, which was in danger near the Annat Bank, on which a heavy sea was breaking. The Life-boat remained by the vessel until the wind freshened, and she was able to sail away from her perilous position.

GORLESTON, SUFFOLK.—At about 7.30 P.M., on the 19th August, during a N. wind with considerable sea, the *Mark Lane* Life-boat went out in response to signals for assistance shown by the St. Nicholas Light vessel. When clear of the harbour, four flares in succession were observed from a vessel in the Picle Channel. The Life-boat proceeded in that direction, and found the brig *Fjeldguten*, of and from Kragero, Norway, bound for Yarmouth with ice, rapidly driving towards the Middle Cross Sand. One of the Life-boatmen boarded the vessel, and took the wheel; a course was steered between the Middle and South Cross Sands, and the ship was taken into safety.

CARNSORE, Co. WEXFORD.—Signals were shown by the Tuskar Lighthouse for the steamer to proceed to her, on the 29th August. A messenger was at once sent to Wexford, but the tender could not get over the bar, owing to the heavy sea. Other signals were afterwards shown, and at 5 P.M. the *Iris* Life-boat, stationed at Carnsore, was launched, and went to the rock. The lamps of the lighthouse were being altered, and the workmen engaged there had run short of provisions and water. The Life-boat carried as many breakers of water as could be obtained to the rock, and brought ashore eleven men.

HAYLE, CORNWALL.—The brigantine *Glynn*, of Plymouth, while running for Hayle, during a strong N.W. gale and a heavy sea, on the morning of the 11th September, struck the bar and remained fast, the sea making a clean breach over her. The crew of the Life-boat *Isis*

promptly mustered, the boat was launched at 8.15, was towed out by the steam-tug *North Star*, and saved the crew, consisting of five men, who were in a very exhausted condition. The vessel, which had sprung a leak, became a total wreck.

### UNITED STATES LIFE-SAVING SERVICE.

In the report which has been recently issued by the General Superintendent of the Life-saving Service, for the fiscal year ended 30th June 1884, it is stated that there were then 201 Life-Saving Stations under their management, 156 being on the Atlantic, 37 on the Lakes, 7 on the Pacific, and one at the Falls of the Ohio, Louisville, Ky. There were 156 disasters in the course of the year to documented vessels within the field of station operations. There were 4,253 persons on board these vessels, of whom 4,237 were saved, and only 16 lost. The number of vessels totally lost was 64. In addition, there were 102 disasters to smaller craft, such as sail-boats, row-boats, &c., on which were 179 persons, 175 of whom were saved and 4 lost.

The result of all the disasters within the scope of the service during the year is as follows: Total number of disasters 439; total value of property involved \$10,607,940; total value of property saved, \$9,161,354; total value of property lost, \$1,446,586; total number of persons involved, 4,432; total number of persons saved, 4,412; total number of persons lost, 20; total number of shipwrecked persons succoured at stations, 532; total number of days' succour afforded, 1,319.

In addition to those saved from vessels, there were 21 persons rescued who had fallen from wharves, &c. The number of disasters during the year exceed by 23 the number of disasters of the year preceding, which was 71 more than that of any previous year in the history of the service.

It is recorded in 240 instances in which vessels were running into danger of stranding, that they were warned off by the night signals of the patrols attached to the Life-saving Service; most of those

ships were thus in all probability saved from partial or total destruction.

In the year's operations there were landed by the surf-boats belonging to the United States Life-saving Service, 472 persons; by the Life-boats, 272; by the small boats, 77; by the river life-skiffs, 48; and by the breeches-buoy, 158. A boat-swain's chair was used in landing thirty wreckers, who had gone on board a wreck with a view to getting her afloat. Twelve persons were assisted to land by means of a line which was held by a surfman on patrol. Two persons attempting to land in a dory were helped ashore by a surfman wading into the surf, while others held fast to lines attached to their bodies. Four were saved by means of a heaving line and a hawser, the rescued men sliding down the hawser over the side of the vessel, while two surfmen with lines around their bodies held by their comrades on shore, received them as they struck the water and aided them in landing. Eight persons were rescued by heaving lines being attached to their bodies, the surfmen on shore drawing in the lines, while others waded out and brought them through the surf; and one was rescued from a capsized boat by a surfman jumping into the water and assisting him to land.

As previously mentioned, 21 persons were taken in various ways from the water into which they had fallen from wharves, piers, &c.

During the thirteen years which have elapsed since the date of the introduction of the present life-saving system there have been recorded 2,547 disasters to vessels on the shores of the United States, resulting in the loss of 446 lives, and property of the value of \$14,230,968—while, happily, no less than 22,771 persons were saved from endangered vessels.

Five new Life-saving Stations have been completed since the publication of the last Report, and two have been entirely rebuilt.

Through the co-operation of the Signal Service, telephonic communication has been established between nineteen stations on the coast of New Jersey, and measures are being taken to connect all stations wherever practicable as rapidly as means will permit. The establishment of this communication is thought very desirable, and it has already proved of great advantage. For example, a vessel may be seen passing a station under such conditions as to make it likely that she will eventually be driven ashore, and the telephone will enable the keeper to instruct a chain of stations further along to be ready for her; or should an accident happen to the apparatus while operating at a wreck or a fresh supply of powder or lines be required, the next station can be quickly called on for assistance, or a message may be sent for a steam tug; or should occasion demand the employment of extra force at a particular shipwreck, the adjoining stations can be communicated with and action taken accordingly.

Many gallant deeds were performed

by the men attached to the United States Life-saving Service during the year under consideration.

On one occasion the men at one of the stations went a distance of sixty-four miles, by railway, steamer and other means, taking with them their mortar cart, wreck-ordnance and other appliances, and were then successful in saving 15 shipwrecked men who would otherwise in all probability have perished.

Another time a surf boat was capsized by heavy seas in very cold weather; her crew found it impossible to right their boat, and were tossed about in the surf until at last they were rescued, some by means of lines thrown to them from the pier, and the remainder by clinging to the upturned boat until it drifted ashore. The poor fellows were terribly exhausted, but revived after a time, and, having put on dry clothing, they bravely went out with the Life-saving Apparatus, and in thirty minutes from the time of firing the gun, they had the satisfaction of saving the whole of the eight persons from the stranded vessel, including one of their own men, who had gone on board some time previously to see that the life-saving gear was properly rigged.

## THE USE OF OIL AT SEA.

BY LIEUT. JOHN P. HOLDITCH, R.N.R.

In April, 1883, the ship I commanded was homeward bound from Australia to Cork, for orders; we were just off New Zealand, about the worst place for wind till you come to Cape Horn on the passage. A heavy N.W. gale came on, after a S.W. breeze previously, making a cross sea. I ran before it, glad of a chance to make some running, till the seas came on board too heavily. Knowing there was an oil bag below, made by my predecessor, I got it up, put half a gallon of fish oil in it, and veered it astern 20 fathoms by two lead lines. I found it was practically useless; the bag was tumbled over and over, the lead lines chafed badly, and no oil to speak of came out. I hauled it on board, made large holes with a roping needle, and let it dip over the stern. This time some good was effected, but most of the oil was blown over the stern, which

was of no use at all, so I passed the bag forward to the cathead; the wind drawing to south gave me a weather side, but a heavier cross sea. I allowed the bag to tow from the cathead, and found that was the place; the oil had plenty of time to spread before the ship passed, no seas broke over us at all, but fell quiet as soon as the oiled surface was reached. I may say that before using the oil one heavy sea pooped the ship, missed doing any damage aft, but broke down the standards of my main pumps, breaking one in half, and, continuing its course forward, burst in the after bulkhead of the forecabin and made a "general average" among the crew's effects. No one was hurt, fortunately; the boatswain got a cut (slight), but that was because he had an open knife in his hand when the sea struck him. No water came over of any consequence as

long as a little oil was used; when the bag was finally used from forward there was no need to trouble any more, except refilling every watch, say half a gallon every four hours.

I tried this again when "laying to" under a close-reefed main topsail last June; then in 40° S. and 100° W., homeward bound from San Francisco. I put the bag over the fore rigging, and found one pint per watch quite sufficient to keep the water smooth for a quarter of a mile to windward. The sea-birds appeared to admire the smoothness very much, they were constantly "pitching" on it.

The results I have obtained are these. Fish or colza oil only is of any good, it does not matter how dirty it is, as long as it is not thick. Paraffin is too thin; paint oil too thick. Running before a gale naturally expends much more oil than "laying to," you have so much more water to oil. Carefully expended, one quart in three hours for running, one pint in four hours for "laying to," will be sufficient. The means I used was a canvas bag (No. 6) with large holes stabbed with a needle. I have heard of a bundle of oakum being saturated with oil, and then put in a coarse gunny bag, which I think would admit of a thicker oil being used for the time. The place for towing is undoubtedly forward, not aft. Whether in head-reaching oil could be used successfully I cannot say, but I doubt it. When running dead before the wind tow from each cathead, and the ship is as safe as anything can be at sea.

Whether owners will ever put oil on board to prevent accidents that may not happen, and will not happen if preventatives are used in time, is quite another question.

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

Thursday, 4th June, 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 Berwick-on-Tweed, Eyemouth, Girvan, Irvine, and Ayr.

Also the Reports of four of the District In-

spectors of Life-boats on their visits to the following Stations:—

1. Newport (Pembrokeshire), Cardigan, Newquay, Aberystwith, Abersoch, Aberdovey, Barmouth, Portmadoc, Porthdinllaen, Llanael-haiarn, Llandudno, Cemaes, Cemlyn, Rhosneigr, Rhoscolyn, and Holyhead.

2. Ballywalter, Cloughy Bay, Tyrella, Newcastle, Blackrock, Giles' Quay, Drogheda (two Boats), Balbriggan, and Skerries.

3. Berwick-on-Tweed, Holy Island (two Boats), Eyemouth, Boulmer, Alnmouth, Hauxley, North Sunderland, Bamburgh, Nairn, Lossiemouth, Buckle, Banff, Peterhead, Fraserburgh, Whitelink, Port Erroll, Newburgh, Stonehaven, Ackergill, Huna, and Thurso.

4. Hasborough, Palling (two Boats), Caister (two Boats), Winterton (two Boats), Gorleston (two Boats), Yarmouth, Southwold (two Boats), Dunwich, Kessingland (three Boats), Lowestoft, Pakefield (two Boats), Thorpe, Aldborough, Harwich, Clacton-on-Sea, and Walton-on-the-Naze.

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

	£	s.	d.
Miss LEICESTER, for the endowment of her Life-boat, <i>The Elizabeth Leicester</i> , at Whitehaven . . . . .	2000	—	—
The MARQUIS OF ELY, Annual Subscription . . . . .	20	—	—
ALGERNON PECKOVER, Esq., additional . . . . .	20	—	—
Proceeds of an Entertainment given by the Non-Commissioned Officers and Men of the No. 3 Battery, 1st Brigade, Eastern Division, Royal Artillery, per Major H. W. ISACKE . . . . .	4	4	—

—To be severally thanked.

Also that the late WILLIAM RUTHERFORD, Esq., of Edinburgh, had left a legacy of £250, free of duty, to the Institution.

Also the transmission to their stations of the Brixham and Sidmouth new Life-boats.

Decided that the new Life-boat about to be sent to Tenby be appropriated to the legacy bequeathed to the Institution by the late Miss ANNE COLLIN, of Store Street, Bedford Square, and that the boat be named after the Testatrix.

Voted the thanks of the Committee to J. A. GODWIN, Esq., in recognition of his valuable co-operation during the nine years he held the office of Honorary Secretary of the Bradford Branch of the Institution.

Paid 3,044*l.* for sundry charges on various Lifeboat Establishments.

Voted 22*l.* to pay the expenses of the Whitehaven Life-boat in rescuing the crew of nine men and a pilot from the Norwegian barque *Thorsbjerg*, which was totally wrecked during heavy squalls of wind on the 10th May.

Also 10*l.* to one of the helpers who received such injuries while assisting to launch the Life-boat, as would incapacitate him for work for some time.

The St. Andrews, Cullercoats, and Ramsgate Life-boats also rendered the following services:—Fishing-boat *Pride of the Ocean*, of St. Andrews, assisted to save vessel and crew, of four men; fishing coble *Brothers*, attended

vessel in crossing the bar; s. s. *Edinburgh*, of Newcastle, remained by vessel.

[Accounts of some of these services will be found on pages 671-672.]

Voted 25*l.* 19*s.* to pay the expenses of the North Sunderland, Eyemouth, and Deal Life-boats in assembling their crews or putting off with the view of assisting vessels in distress.

Also 5*l.* to ALEXANDER THOMSON for rescuing by means of ropes, at some risk of his life, four of the crew of the fishing-boat *Welfare*, of Eyemouth, which was totally wrecked on the rocks off that port during an E. by N. wind and misty weather on the 10th of April. In rendering this service THOMSON had his watch much damaged and lost his coat.

THURSDAY, 2nd July.

Colonel FITZ-ROY CLAYTON, V.P., in the Chair.

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

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

1. Jersey, Guernsey, Brighstone Grange, Brooke, Totland Bay, Bembridge, Hayling Island, Selsey, Littlehampton, Worthing, and Shoreham.

2. St. Anne's, Greystones, Wicklow, Courtown, Cahore, Wexford (two Boats), Carnsore, Kilmore, and Queenstown.

3. Stromness, Longhope, St. Andrew's, Anstruther, Crail, Buddon Ness, Arbroath, Montrose (two boats), Gourdon, and Broughty Ferry.

4. Southend, Margate, Kingsgate, Broadstairs, Ramsgate, North Deal, Walmer, Kingsdowne, and Dover.

Reported the receipt of 700*l.* from Miss JACOMB-HOOD of Lee to defray the cost of a new Life-boat, to be named *The Robert and Susan*.

Decided that Miss JACOMB-HOOD be thanked, and that her gift be appropriated to the new Life-boat about to be sent to Newbiggin, Northumberland.

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

	£	s.	d.
Mrs. MACDONALD, of Brighton, further contribution towards the maintenance of her Life-boat at Appledore . . . . .	1000	—	—
E. F. WHITE, Esq., and Miss WHITE (Annual Subscription) . . . . .	75	—	—
Part proceeds of Benefit at ALHAMBRA THEATRE, in aid of R.A.O.B. Life-boat Fund . . . . .	15	15	—
Collected on board the s.s. <i>Orient</i> , per Captain HEWISON (additional) . . . . .	6	—	—

—To be severally thanked.

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

	£	s.	d.
The late Mrs. DALMER, of Spencer Road, Isle of Wight (Duty free) . . . . .	450	—	—

	£	s.	d.
The late Mr. WILLIAM HAYES, of New Wandsworth . . . . .	250	—	—
The late Mr. WILLIAM STIMSON, of Thurmaston . . . . .	50	—	—

Also the transmission to their Stations of the new Life-boats for Castletown, Fishguard, and Groomsport.

The Belfast Steamship Company kindly allowed the Groomsport Life-boat to be conveyed on board one of their steamers from Liverpool to Belfast, free of charge.

—To be thanked.

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

Also that the new Boat be appropriated to the legacy of 500*l.* bequeathed to the Institution by the late HENRY SKYNNER, Esq., of Fleet Street, and supplemented by a contribution of 150*l.* from his Executrix, Miss EMILY E. BRIGDEN, to provide a Life-boat, to be called *The John and Henry Skynner*, and placed on the South Coast of England.

Voted the Silver Medal of the Institution, a copy of the vote inscribed on vellum, and 10*l.*, to Mr. DAVID DUNCAN, on his resigning the post of coxswain of the Montrose Life-boat, after many years good service.

Decided that the model of a Life-boat and transporting carriage exhibited by the Institution at the International Fisheries Exhibition in 1883, be placed in the Ship Model Section of the South Kensington Museum.

Paid 3,692*l.* for sundry charges on various Life-boat Establishments.

Voted 17*l.* 12*s.* to pay the expenses of the Lytham and Caister No. 2 Life-boats in rendering the following services:—

	Lives saved.
Schooner <i>Isabella</i> , of Beaumaris. Remained by vessel.	4
Schooner <i>Agile</i> , of Goole . . . . .	—

(Accounts of these services are given on page 672.)

Voted also 15*l.* 7*s.* in payment of the expenses of the Holyhead, Walton-on-the-Naze, and Broadstairs Life-boats, in assembling their crews or putting off to the aid of vessels which did not eventually require assistance.

Also the thanks of the Institution and 1*l.* each to ISAAC SHORT, of Appledore, Devon, and his son, for putting off in a boat and saving, at some risk, three out of eight men whose boat had sunk off Appledore during a strong breeze from the W. N. W. on the 21st of June.

Also 3*l.* to a sergeant and five other men of the Royal Artillery for putting off in a boat from Fort Norman and saving five men whose boat had capsized off Southsea, during a strong S.W. breeze and a rough sea on the 18th of June.

Also 10*s.* to two men for rescuing three other men whose boat had capsized off Polperro, Cornwall, during a moderate S.W. breeze on the 5th of June.

THURSDAY, 6th August.

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

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

Read the Report of the Chief Inspector of Life-boats on his recent visits to Sheringham, Cromer, Chapel, Mablethorpe, Sutton, Skegness, St. David's, Fishguard, Cardigan, Acker-gill, Aberdeen, Stonehaven, and Crail.

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

Northern District—Dunbar, North Berwick, Southend, and Campbeltown.

Southern District—Brighton, Newhaven, Eastbourne, Winchelsea, Rye, Hastings, New Romney, and Lydd.

Eastern District—Hythe, West Hartlepool (two Boats), Seaton Carew, Hartlepool (three Boats), Sunderland (four Boats), Whitburn, Seaham, Grimsby, Donna Nook, Sutton, Mablethorpe, Skegness, and Chapel.

Western District—St. David's, Fishguard (two Boats), and Cardigan.

Irish District—Courtmacherry, Valentia, Tralee, Ballycotton, Ardmore, Youghal, Dun-garvan, Duncannon, Dunmore, and Tramore.

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

	£	s.	d.
Collected by ALFRED L. ANNETT, Esq., in aid of the support of the <i>Licensed Victualler Life-boat at Hunstanton</i> . . . . .	100	-	-
WORSHIPFUL COMPANY OF DRAPERS (Annual Subscription) . . . . .	52	10	-
A. HUTCHINSON, Esq., and the Misses CHARLOTTE and FANNY HUTCHINSON (additional) . . . . .	25	-	-
GEORGE WEBSTER, Esq., further on account of his Life-boat fund . . . . .	12	10	-
Collected on board the s.s. <i>Malvina</i> , per Capt. HOWLING (additional) . . . . .	5	-	-

—To be severally thanked.

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

The late THOMAS EMSLEY, Esq., of Burley-in-Wharfedale (free of duty) . . . . .	250	-	-
The late Mr. WILLIAM LEE, of Great Horkeley (free of duty) . . . . .	50	-	-

Also the transmission of new Life-boats to the Barmouth, Appledore, and Lizard Stations.

Decided that the present Life-boat at Sheringham, Norfolk, be replaced by a new and larger boat, possessing all the latest improvements.

The cost of the new boat will be defrayed from a legacy left to the Institution by the late WILLIAM BENNETT, Esq., of Albert Street, Regent's Park, to provide a Life-boat to be named after himself.

Also that a new Life-boat be sent to Court-macherry, co. Cork, in lieu of the present boat on that station.

The cost of building and equipping this new

Life-boat will be met from a bequest to the Institution by the late H. A. M. FARRANT, Esq., of Bayswater, for a Life-boat to be named after himself.

Also that various works be carried out at the Montrose, Caister, and Irvine Life-boat Stations, at an expense of 794l.

Read letter from GEORGE WHITFIELD, Esq., of Yokohama, Japan, forwarding a model of a Japanese fishing boat which he had had prepared, and requesting the Institution to accept the same.

—To be thanked.

Decided that the thanks of the Committee be presented to Major HENRY SMITH in acknowledgment of his valuable co-operation during the thirteen years he held the office of Honorary Secretary of the Alnmouth Branch of the Institution.

Paid 2,942l. for sundry charges on various Life-boat Establishments.

Voted 7l. 16s. 6d. to pay the expenses of the Cemlyn Life-boat in remaining by the stranded schooner *Lord Mostyn*, of Amlwch.

(Details of this service will be found on page 672.)

Voted also 2l. 10s. to five men for putting off in a boat, and saving three persons from a boat which had capsized in a squall off Ballinacourty, co. Waterford, during a strong breeze from the W.N.W., on the 29th of June.

Also 1l. 10s. to three coastguardmen for putting off in a boat, at some risk, and saving eight persons from a pleasure boat, which had drifted on Peveril Ledge, and was in great danger, during a fresh S.W. breeze and a heavy cross sea, on the 16th of July.

THURSDAY, 3rd September.

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

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

Reported that THE QUEEN, in view of the intention of the late Mr. SAMUEL FLETCHER, of Manchester, to build and endow a Life-boat, had been graciously pleased to direct that a portion of his property, which, owing to his intestacy, had devolved on HER MAJESTY, in right of her Duchy of Lancaster, should be appropriated to the building and maintenance in perpetuity by the ROYAL NATIONAL LIFE-BOAT INSTITUTION of a Life-boat, to be named *The Samuel Fletcher of Manchester*.

Decided that the respectful acknowledgments of the Committee be conveyed to HER MAJESTY THE QUEEN, and that this special gift be devoted to the new Life-boat to be stationed at Blackpool, Lancashire.

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

Northern District—Tynemouth (two Boats), Calleroats, Newbiggin, Cresswell, and Boulmer.

Western District—Looe, Fowey, Newquay, Mevagissey, Portloe, Falmouth, Lizard (two



Boats), Cadgwith, Mullion, Porthoustock, Porthleven, Sennen, Scilly, Penzance, and Hayle.  
 Irish District—Llandudno.

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

	£	s.	d.
Mrs. JOHN DUNCOMBE SHAFTO (additional)	30	-	-
The Rev. C. WHATELY (additional)	20	-	-
Collected on board the s.s. <i>Rhodona</i> , of Cardiff, per Capt. HARLOW	2	10	-
Offertory on board H.M.S. <i>Northampton</i> , per the Rev. S. S. BROWNE	2	-	-
—To be severally thanked.			

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

The late W. S. BRUÈRE, Esq., of Ticehurst (duty free)	£	2000
The late W. W. BLOW, Esq., of Walton-on-Thames (duty free)		500

Also the transmission of a Life-boat to Uppgang, near Whitby, in lieu of the former boat on that station.

Voted the thanks of the Committee to A. M. VIENER, Esq., in recognition of his valuable co-operation, during the past twenty-one years, as Honorary Secretary of the Blackpool Branch of the Institution. The Committee acknowledged specially Mr. VIENER's services.

Also the thanks of the Committee and 10*l.* to Mr. JAMES REDFORD, in acknowledgment of his good services as Coxswain of the Blyth No. 1 Life-boat for twenty-three years.

Reported that the Jury Commission of the International Inventions Exhibition had awarded the Institution a Diploma of Honour for improvements in Life-boats.

Paid 58*l.* for sundry charges on various Life-boat Establishments.

Voted 68*l.* 4*s.* 6*d.* to pay the expenses of the Tyrella, Courtown, Orme's Head, Moray Firth, Gorleston No. 1, and Whitby No. 2 Life-boats, in rendering the following services :—

	Lives saved.
Schooner <i>Rambler</i> , of Newry . . . . .	4
Schooner <i>Corsair</i> , of Arklow . . . . .	9
Sailing-boat <i>Mira</i> , of Llandudno, saved boat and . . . . .	4
Barque <i>Himalaya</i> , of Tvedestrand . . . . .	9
Brig <i>Fjeldgatten</i> , of Kragero, rendered assistance.	
Fishing coble <i>Robert and Henry</i> , of Whitby	3

The Montrose No. 1 Life-boat remained by the stranded fishing-boat *Vine*, of Montrose.

(Accounts of these services are given on pages 672-673.)

Voted also 85*l.* 7*s.* 6*d.*, to pay the expenses of the Holyhead, Newbiggin, Weston-super-Mare, Caister No. 2, Lowestoft, and Lydd Life-boats, in launching in reply to signals of distress shown by vessels which did not ultimately require the services of the boats.

Also the thanks of the Institution, inscribed on vellum, and an extra reward of 1*l.*, to JOHN ROBERTS, one of the crew of the Orme's Head Life-boat, for saving the life of a man on the occasion of the capsizing of that Life-boat during a heavy gale from the S.W. on the 10th August.

Also the thanks of the Institution, inscribed

on vellum, to Capt. JOHN BAIN and Mr. JAMES CRAWFORD CRAWFORD, for going out in the Moray Firth Life-boat in the absence of the regular crew, and assisting to save the crew of nine men from the barque *Himalaya*, of Tvedestrand, Norway, which was totally wrecked off Findhorn, during a gale from the N. and a high sea on the 13th August.

Also 4*l.* to four men and a woman for rescuing five persons from a boat which had capsized in Ballycotton Bay, during a moderate S.E. breeze, on the evening of the 2nd August.

Also 2*l.* to two men for saving the crew of three men from the fishing coble *Ocean Drift*, of Newbiggin, which was capsized off Church Point, Newbiggin, while proceeding to the assistance of some herring boats which were riding in the bay, during a strong gale from the S.S.W., on the 10th August.

Also 1*l.* to two men for saving two other men whose boat had sunk off Lowestoft, during a stiff breeze from the N.E., on the 18th August.

Also 5*s.* to a man who also went to the rescue, but failed to save the men.

And 5*s.* to a man for putting off in a punt from a boat at anchor in Pwllheli Harbour, and rescuing another man from a boat which had been capsized at the mouth of the harbour by a squall on the 11th August.

“ONE MORE FOR THE LIFE-BOAT CREW.”

The lads are afloat, they have launched the boat

Where the moaning storm-birds flew,  
 Oh, wife! from the shores they cry, 'One more,'  
 With strong, steady hand and true!

There are lives to save  
 On the frothing wave—

One more for the life-boat crew!

Nay, shiver not so that I seaward go,  
 Nor shrink from the night's black hue;  
 There is danger far where our brethren are,  
 And the moments left grow few.

There are lives to save  
 From a yawning grave—

One more for the life-boat crew!

A kiss for the ways of our courtship days,  
 A kiss for love's Eden-view,  
 When the white cliffs woke as the joy-bells

broke,  
 And home held a glory new,

Heaven's help I crave!  
 There are lives to save—

One more for the life-boat crew!

This kiss, my sweet, till again we meet,  
 And another I leave with you  
 For the babe at rest on your brave, brave,  
 breast—

God keep my little lad true,  
 And strengthen his soul

When the deep waves roll  
 A call for the life-boat crew!

From *The Quiver*.

NOTICE.

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

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

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

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

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

Chairman—EDWARD BIRKBECK, Esq., M.P., V.P. Deputy-Chairman—Colonel FITZ-ROY 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	...	...	...
<b>Total . . . . .</b>	<b>15</b>	<b>792</b>	<b>£5,000</b>	<b>19 3</b>

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.