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### TONNAGE ADMEASUREMENT.

(Continued.)

In the article on this subject in our last number we stated that nine out of the twelve members of the Royal Commission on Tonnage were unanimous in their recommendations; that three of their number objected to sign the Report, viz., Messrs. GLOVER, WAYMOUTH, and ROTHERY, and that only the last two differed in principle, the others all advocating the present system of roomage, or internal cubical capacity available for stowage of cargo, represented by a roomage or space ton of 100 cubic feet.

“From the Gross Tonnage as ascertained by the measurement of the internal capacity of the hull of the ship and of closed-in spaces available for cargo, stores, &c., the Report recommends that the deduction for crew space be continued, and that the captain’s cabin and the sail room be also deducted; and to meet the case of ships having double bottom water-ballast arrangements, it proposes that the measured depth of all ships shall be so taken as not to include (within reasonable limits to be fixed hereafter) the space beneath the floors which cannot be used for cargo, but which may be used for ballast. In short, it allows a liberal deduction for water-ballast, subject only to a check being put to deductions for abnormally deep floor-plates. In the case of steamers, it recommends further that the owners shall elect either to deduct the actual engine and boiler spaces, and the actual fixed bunker space; or the actual engine and boiler spaces plus 75 per cent. as an allowance for fuel, with a limit (of 33 per cent.) to these deductions in the case of (screw) steamers. The Report recommends the

abolition of the existing alternative rule whereby steamers obtain a deduction of 32 per cent. when the actual space is a little over 13, and not exceeding 20 per cent. of the Gross Tonnage.”

Mr. GLOVER, it appears, only objected to some of the above modifications of the present system, preferring a closer adherence to it.

The practical difference between the general body of the Commissioners and the two last-named dissentients is, that the former advocate internal and the latter external measurement of a ship for tonnage; the former that the same should be expressed in roomage or space tons of 100 cubical feet; whilst, of the latter, Mr. WAYMOUTH proposes that the tonnage should be expressed in weight tons of 20 cwt. each, ascertained by the calculated weight of the water displaced by the ship, between the light and load water-lines. On the other hand, Mr. ROTHERY advocates a displacement tonnage system which seeks to base the tonnage upon the cubical contents or displacement of the vessel below a maximum fixed water-line.

The whole question is undoubtedly a complicated and difficult one, and has become still more so since the introduction of steam as a propelling power, in which so large an amount of space has to be occupied by machinery, fuel, &c., and passenger accommodation. As a set off,

however, to those disadvantages, as compared with the greater stowage room for goods cargo in sailing vessels, the quicker time in which steam vessels perform their voyages and realise their freightage, and the proportionally high receipts for the conveyance of passengers over goods, have to be taken into consideration in the calculation of the payments of all dues and taxes, so that they may not fall more heavily on one class of vessels compared with others, as profitable investments of the capital and enterprise of their owners.

A further complication has arisen from the adoption of double bottoms for water ballast, which, although a source of safety, of course diminish the available cargo space.

The Commissioners have, without exception, realised the importance of equal treatment, as far as possible, between ship and ship, the law not giving any preference to, nor inflicting prejudice against, any class or type of ship whatever.

As before stated, the majority of them consider this can be best attained by adherence to the present system, with certain modifications.

They report, moreover, that they have received no complaints from the owners of wooden vessels as to the manner in which the measurements for gross and net tonnage have been taken under the Board of Trade, but that it has been represented to them "that the great changes of late years in the design and methods of construction, and in the dimensions of iron vessels, render it necessary that special rules should be enacted, defining more distinctly the points to and from which measurements should be taken, and permitting greater discretion and elasticity in fixing the number of areas and ordinates, so as to ascertain the contents with greater accuracy."

As shipowners, insurers, and others personally interested in the question will of course study the Report of the Commissioners itself for full information, we do not propose to discuss in detail their propositions and the reasons by which

they were influenced in making them, but only to touch on some of the questions of most interest to the general reader.

One of these questions is that arising from the comparatively novel adoption of water ballast. On it the Commissioners remark, under Clause 19—

"Many shipowners urged that this space should be entirely excluded from measurement, for such reasons as the following:—That it is not freight-earning space; that cargo cannot be carried in it; that the double bottom is a source of strength and safety; that vessels have been saved from foundering through being so built; that in the case of heavy cargoes it is found advantageous by raising the weight; and that vessels so constructed do not require dock or harbour facilities for loading or unloading ballast."

Then, in Clause 45, they give their reasons for deciding not to exempt water-ballast spaces from tonnage.

"As regards provision for water-ballast, it seems to us that although double bottom spaces may not be used for the stowage of cargo, they often practically contribute to freight earning, inasmuch as the entire hold in such cases is available for light cargo, whereas a portion of the hold in a ship not fitted with water-ballast would be unremuneratively occupied by stone or other material for ballast. It is also manifest that a ship fitted with a double bottom on the bracket or cellular system is externally a larger ship, and is capable of carrying more dead-weight cargo, with a given freeboard, than a ship of the same internal dimensions, and of precisely the same tonnage, constructed without a double bottom, or with double bottom water-ballast on the McIntyre system. It is therefore our opinion, notwithstanding the statements referred to in section 19 of this Report, that, whilst on the one hand ships constructed to carry water as ballast should not have undue advantage in the admeasurement of tonnage over ships carrying other sorts of ballast, on the other hand, they should not be placed at a disadvantage. We would leave owners at liberty to make such water-ballast arrangements as they please in each case, but we do not think that any water-ballast spaces which may be situated above the floor-plates, or above the point indicated by the limitation as to the depth of the floor-plates, should be exempted from measurement into tonnage."

Another interesting and most important question is as to whether or not the

present tonnage laws operate against seaworthiness. On this head the Commissioners observe—Clause 20—

“The operation of the law of tonnage, as it affects the seaworthiness of ships, has occupied much of our attention. The decided preponderance of evidence is to the effect that considerations of a saving of tonnage dues do not operate with shipowners in the building of a ship in the form and of the dimensions most suitable to their purpose, and we have no distinct instance adduced to us to the contrary. But whether this be so or not, we have received abundant and unanimous testimony that in construction, design, speed, economy and safety, the British merchant ship of the present day is not only vastly superior to the British ship of a date prior to the present law of tonnage, but that great improvements have been effected within the last ten years. We have before us the fact that, under the old tonnage law by which the depth of a ship was not measured but was assumed to be about half the breadth, ships were made abnormally deep; and if not made actually dangerous thereby, were a very bad type of ship.”

We extract from the preface to the Report the following very interesting remarks on the evils of a bad tonnage law, by Mr. G. MOORSOM, a great authority on the subject, who in 1853 wrote a review and an analysis of the Laws of Tonnage, and who is the inventor of the present system of Tonnage Admeasurement, and its first administrator as Surveyor-General of Tonnage.

Mr. MOORSOM, in considering the tendencies and influences of the “old” or “builders” Tonnage law, informs us as follows:—

“It is only necessary to this end to regard the bulk of our commercial navy as it stood, in humiliating inferiority, at the close of the great continental war. During that war, this country holding the proud pre-eminence of mistress of the seas, her shipowners became the general maritime carriers of the world. And as it was necessary, on account of the enemy’s cruisers, to sail ships in fleets under convoy from one port to another, the fastest sailers afforded to their owners no pecuniary advantage over those of the most inferior order. It became, therefore, the object of owners to construct, regardless of the quality of sailing, such vessels as would carry the greatest possible cargoes under the least amount of register tonnage; or, in other

words, to build the most burthensome vessels, subject to the least possible amount of taxation.

“The rule of the ‘old law,’ as our inquiries have shown us, being eminently calculated to assist in this object, the whole commercial navy of this country soon became tainted, more or less, with its baneful influences. And consequently at the conclusion of the war was to be found a horde of vessels totally unfit for general commercial purposes, and still more so for that general international competition which sooner or later, in the natural course of events, would have to be contended with.

“Finally, the extent to which this analysis of the old law has been carried, and the having dwelt, also, so long on the injurious effects of its operations have been in some measure induced by the fact that there are still to be found those who not only use the old rule on certain occasions, notwithstanding its abrogation, but uphold it on account of its simplicity and ease of application. It is understood (they say) by all who have the least knowledge of shipping, and can be applied, under all circumstances, with little trouble and expense; and therefore, they maintain, it is peculiarly applicable to the practical purposes of commercial shipping. It is to such abettors of unequalled simplicity that we have been endeavouring to point out the price paid for these conveniences, in the exhibition of the ill-conditioned structures reared under its license and encouragement. In its very ease and simplicity lies its utter worthlessness, either as a criterion of relative capacity, or as a standard for the equitable apportionment of taxation on an oppressed and struggling branch of the nation’s power and prosperity. And when we consider, further, the dangerous effects of its influences in regard to the property and lives of her Majesty’s subjects we are at a loss to understand the policy of its remaining advocates.”

The following remarks in Clauses 22 and 23 of the Report, on “Well-deck” and “Awning-deck” steamers, as they are termed, are likewise interesting and important:—

“22. ‘Well-deck’ steamers.—One type of steamship, of which the number is very large, has on the after part of the upper deck one of either of the following arrangements, viz.:—

“(a.) A short poop or break;

“(b.) A long poop or break extending to the bridge-house and constituting a continuous erection.

“On the fore-part of the deck there is a top-gallant forecastle, and the space on deck between these erections is uncovered. This type of ship is commonly known as the ‘well-deck’ ship;

and whenever in the evidence the 'well-deck' ship is referred to this type of ship is meant.

"It has been urged by those who advocate that covered-in spaces on deck should be exempted from measurement of tonnage, that the covering in of the 'well' would greatly add to the seaworthiness of the ship by increasing the freeboard and preventing the lodgment of water on the main-deck, now uncovered; but repeated evidence has been given us by owners, builders, and masters of 'well-deck' ships that experience proves them to be specially adapted for the safe conveyance of cargo, and that the losses at sea of such ships have been below the average. It is asserted that they are sailed with a larger proportionate surplus buoyancy than most 'three-deck' ships, and that should the well be covered in, a large cargo space would be created and utilised, and the vessel would be liable to be immersed beyond her former depth, and her average freeboard might be no greater than before the alteration.

"The step found necessary by Lloyd's Registry in fixing a load-line for awning-deck ships, which without that load-line were often found to be too deeply laden, supports this assertion.

"We are of opinion that the exemption of any closed-in space from measurement into tonnage, as an inducement to owners to increase the safety of ships, is unsound in principle, and if adopted, would have to be followed by new restrictions, upon which fresh complaints would be founded.

"23. *'Awning-deck' steamers.*—The proposal made to us that special encouragement should be given to the construction of vessels with an awning or shelter deck, and to the covering in of spaces on the main deck, such as exist in 'well-deck' ships, by an entire or partial exclusion of the spaces thus made from tonnage, and consequently from payment of dues, is not one in which we are able to concur.

"A ship with an awning or light upper deck, provided her draught is fixed so as to ensure that the main deck be sufficiently out of the water, and that she is properly stowed, is unquestionably a specially safe, and in some trades a specially profitable, type of ship. She has, as a rule, a satisfactory amount of freeboard, and if fitted with open bulwarks and secure deck fastenings, no considerable amount of water can obtain a lodgment upon her deck or penetrate into her hold. At the same time it must be admitted that this type of ship is not so suitable and profitable for shallow harbours and heavy cargo as the single or the 'well-deck' ship, and certainly is not so stoutly built as a ship known as a 'three-deck' ship. We are of opinion that all these types of ships have their special uses and advantages, and, if properly constructed, loaded, and handled, are to all intents and purposes seaworthy ships."

In Clause 25 the Commissioners give excellent reasons for not exempting covered-in spaces from tonnage dues as follows:—

"25. *Owners not influenced by tonnage dues in construction of suitable ships.*—We do not conceive that owners are deterred by considerations of increased tonnage and payment of dues from making their ships suitable for the trade in which they are to be engaged; and we are of opinion that the increased roomage obtained by giving a ship an awning deck, or its equivalent, can, and in many instances would, be utilised for passengers, cattle, or other cargo, with profit to the owner. To exempt such spaces from payment of tonnage dues would be to give one type or class of ship a considerable advantage in competition with another equally seaworthy type, and that at the expense of the harbour and dock proprietors. It might also happen that under reckless or incompetent management such a space would be filled with a heavy cargo; and in that case the exemption which was intended to prevent danger might be found to have led to it."

With Clause 26, as follows, we entirely agree.

"26. *Tonnage laws should be colourless in their operation as regards construction of ships.*—In fine, we are of opinion that on the one hand the law for the admeasurement of tonnage should not operate to produce a faulty or unseaworthy ship, nor on the other hand to foster or encourage any one type of ship to the disadvantage of another."

In Clause 34 the Commissioners very practically remark that it is clear they have to determine, not only what might be the best system for measuring tonnage, but what, under existing circumstances, is the best *practical* system.

After stating, in Clause 36, that, "considering the great complexity of the subject, there is probably no conceivable system of tonnage which would be free from anomalies and practical difficulties," they remark, in Clause 37, on "Dead weight" as a basis as follows:—

"37. *Dead weight basis would operate un-equally.*—But a dead weight or a displacement basis for tonnage would, it appears to us, operate so unequally in respect of ships engaged in the conveyance of passengers and of light and valuable cargoes as to produce anomalies even greater than those at present complained of.

"A cargo steamer with a displacement of

1000 tons between her light and load lines would possess a tonnage and contribute to dues and charges to an extent ten times greater than a passenger steamer of similar dimensions with a displacement of only 100 tons, and which might not only be the more valuable, but the more profitable of the two vessels."

In Clause 38 they reply to the proposition to rectify such inequalities by a "load line," that it would only introduce a new, useless, and vexatious complication, as no passenger ship would ever be loaded to that line.

Clause 39 states that it would be necessary to fix such a load line by authority on each of the 39,000 vessels which constitute the Mercantile Marine of the British Empire. And that, if any such compulsory load line should be adopted, it should be confined to what is its proper object, viz., safety, and that it should not be mixed up with a question of tonnage.

In Clause 42 the Commissioners affirm the *principle* on which the present tonnage laws are founded, and state their reasons for coming to that conclusion; and in Clause 43 they observe that the present law is defective, and requires amendment in several particulars.

As both Clauses are given in detail in our last number we need not repeat them.

In Clause 44, under nine heads, they state the various alterations in the present rules for admeasurement which they recommend. As before stated, since these recommendations involve technicalities that would not interest the general reader we omit them, and refer those who are specially interested in them to the Report itself.

Finally, in Clause 46, the Commissioners recommend that the Board of Trade should be empowered to modify the several details of tonnage admeasurement, from time to time, to meet special and unforeseen alterations in the designs of ships. And in Clause 47, that legislation to carry into effect their various recommendations should not be retrospective in its operation.

Since the reasons given by the three

dissentients, Messrs. GLOVER, WAYMOUTH, and ROTHERY, who declined to sign the Report, are very lengthy, we do not propose on this occasion to analyse them.

We, however, ourselves rise from the perusal of the Report with a doubt on our minds whether after all Tonnage Admeasurements of any kind can be made an equitable factor by which to determine the amounts of dues or taxes to be levied on ships and their cargoes; and if it could be shown that any other practicable system would more equitably do so, we cannot think that the reasons given by the Commissioners against any change are sufficient, viz., that the present system is universally adopted, not only in this country, but by all the chief maritime countries of Europe, and by the United States of America, the Suez Canal Company and the Danubian Commission, that the dues levied in British and many foreign ports and by the Commissioners of Lights are on our present system, that many important financial engagements are based on dues levied under it, and that great confusion, expense, and difficulty would arise on their adjustment to any other system.

Those reasons would be amply sufficient if there were no probability of any more equitable system being ever introduced, and they are sufficient reasons for deprecating any hasty action which might ere long again require change; but we opine, on the other hand, that if any important improvement can be shown to be feasible the sooner it is introduced the better, for there are few great and important changes of any kind which can be effected without causing more or less serious temporary inconvenience and affecting injuriously long established interests.

The most important question then arises — Whether, after all, a tonnage law based on a roomage or space ton, or an external measurement ascertained by water displacement and expressed in weight tons, can be an equitable factor by which to determine the amount of dues or other taxes on shipping?

All ordinary taxes and rates for fiscal, municipal, or other purposes are levied on property in proportion to its value. Why should not dues and taxes on shipping be assimilated to them? Two vessels might be of equal tonnage, yet one with its cargo might be ten times the value of the other; one might be in ballast, the other with a valuable cargo or freighted with passengers, yet the amount of dues and taxes on the one would be the same as that on the other.

As regards docks or other confined spaces, where every yard of wharf or quay frontage was of great value, and enclosed areas of water space of limited extent equally so, the elements of size, *i.e.*, length and width

and of periods of occupation, would also form bases for scales of payment for use of the same, to be regulated by their Parliamentary Acts; but surely the value of the property itself, *i.e.*, vessels and their cargoes, should in such cases equally do so.

We desire to pronounce no dogmatic opinion on the subject, but merely offer the suggestion for consideration, and we readily bear testimony to the great pains taken and the fair spirit displayed by the Commission, as well as to the abilities of the able men composing it, and to the great value of the information resulting from the facts and opinions elicited by their enquiries and consultations.

### THE STORMS OF OCTOBER AND NOVEMBER LAST—LIFE-BOAT SERVICES.

The storms of October and November last will long be remembered as the most violent and protracted that have been experienced in the British Isles for many years past.

The reports which have reached LLOYD'S of the disasters to ships during those

storms have probably been the most melancholy and numerous on record.

We print as specimens a few lines, as published in *Lloyd's List* and in the newspapers, of the shipping disasters on the occasions in question.

#### VESSELS REPORTED AT LLOYD'S ON LOSS BOOK.

Name of Vessel.	Description of Vessel.	Tons.	Flag.	Built.	Nature of Casualty.	Crew Saved or Lost.	Lives Lost.
Mary Graham . . .	Sail . . .	699	British . . .	1877	Dismasted	..	..
Tell . . . . .	" . . . . .	291	Norwegian	1870	Abandoned	S	..
Pasha . . . . .	Steamer . . .	643	British . . .	1855	Lost . . .	S	..
Edmond . . . . .	Sail . . . . .	216	French . . .	1857	Sunk . . .	S	..
Joseph . . . . .	Steamer . . .	880	British . . .	1872	Stranded . .	..	..
Dewi Wyn . . . . .	Sail . . . . .	49	" . . . . .	1852	Ashore . . .	..	..
Jessie Brown . . .	Steamer . . .	150	" . . . . .	1861	{Sunk by collision . .}	S	..
Jane and Hannah .	" . . . . .	57	" . . . . .	1872	Foundered .	..	..
Montagnais . . . .	Sail . . . . .	1,298	" . . . . .	1879	Burnt . . .	S	..
Lamar . . . . .	Steamer . . .	981	Chilian . . .	..	Missing . . .	L	..
Sovereign . . . . .	Sail . . . . .	194	British . . .	1839	Struck . . .	..	..

Thus line upon line may be given of the 914 shipping disasters reported to LLOYD'S during the months of October and November last.

In order to form some conception of the doleful record, it may be mentioned

that about sixteen pages of the *Life-boat Journal* would be needed for it.

The gales of these two months were literally terrific on various parts of the coasts of the United Kingdom; but in the Atlantic they blew for days together

with the force of hurricanes. The captain of the *Devonia*, of the Anchor Line, which sailed from Glasgow on the 18th November, and which arrived at New York on the evening of the 3rd December, says that he—

“Had a very tempestuous passage. Had ugly weather all the time and encountered two hurricanes, one on November 21st, the other on November 23rd. ‘I can only say of the second,’ he remarks, ‘that in twenty-eight years’ experience I have never known a more tremendous sea or a fiercer blast. On the morning of the 21st it began to blow hard. The vessel laboured heavily in a terrible cross sea. The waves dashed over the deck constantly; in fact the ship was under water most of the time. In the afternoon the main-boom was carried away. The 23rd was an ugly day. About five in the evening the wind began to freshen, and it took two hours to reach its greatest force. Tremendous seas swept over the vessel, now from starboard, now from port. I could do nothing but heave-to under bare poles. No canvas ever woven would have held for a minute. One of the starboard boats was stove in, and half of the men were laid up for a couple of days with bruises. One had his collar-bone dislocated. By midnight the wind settled

into a steady gale, and blew frightfully all night. I have seen cyclones in the East Indies, and all sorts of hurricanes all over the world, but I never saw more tremendous waves. I was in Calcutta seventeen years ago, when 20,000 lives were lost in the hurricane there, and I say with confidence that the wind on that occasion was no fiercer than this. The steerage passengers, nearly 300 in number, had a terrible time. For twelve days they were not above deck. The barometer fell to 27·57 on the 23rd, and within five-tenths of that on the 21st; lower than I ever saw it before on the Atlantic, or probably ever will again.”

In regard to the 914 Shipping Disasters reported to LLOYD'S, it may be mentioned that, in cases where information is not given respecting the crews, LLOYD'S assumes that the majority were saved, but they have actual reports of the loss of 275 lives on these disastrous occasions.

On the other hand the services of the Life-boats of the NATIONAL LIFE-BOAT INSTITUTION, during the fearful gales of these two months, were unusually gallant and numerous, as the following account shows:—

*Services of the Life-boats of the Institution during the Storms of October and November 1881.*

		Lives saved.
1881.		
Oct. 2.	5·45 A.M. SS. <i>Ludworth</i> , of London. Hasborough Life-boat saved	8
” 5.	11·0 A.M. <i>Dandy Triton</i> , of Yarmouth. Caister No. 2 Life-boat assisted to save vessel and	6
” 8.	3·15 A.M. SS. <i>Ranee</i> , of Bristol. Five lives saved by Appledore No. 1 Life-boat	5
” 14.	2·0 A.M. Schooner <i>Laura Fell</i> , of London. Pembrey Life-boat assisted to save vessel and	7
” 14.	9·0 A.M. Schooner <i>Golden Island</i> , of Fleetwood. Crew saved by Holyhead Life-boat	4
” 14.	10·15 A.M. Smack <i>Neath Trader</i> , of Newport, Mon. Crew saved by Burnham Life-boat	3
” 14.	11·0 A.M. Fishing smack <i>Black Cat</i> . Vessel and crew saved by Torquay Life-boat	2
” 14.	11·0 A.M. A fishing coble. Crew saved by Ballywalter Life-boat	2
” 14.	11·15 A.M. A fishing boat, of Red Wharf. Crew saved by Moelfre Life-boat	3
” 14.	12·0 noon. Barges <i>Butcher</i> and <i>Maria</i> , of Rochester. Crews saved by Southend (Essex) Life-boat	4
” 14.	12·30 P.M. Steamer <i>Taly y fan</i> , of Liverpool. Crew saved by Porthidinllaen Life-boat	4
” 14.	1·0 P.M. Barque <i>Fabo</i> , of Genoa. Penarth Life-boat assisted to save vessel and crew	14
” 14.	1·0 P.M. Schooner <i>William</i> , of Dublin. Skerries Life-boat saved.	2
” 14.	1·30 P.M. Schooner <i>Favorite</i> , of Quimper. Crew saved by Padstow Life-boat	4
” 19.	8·0 P.M. Ketch <i>Two Brothers</i> , of Bridgwater. Crew saved by Padstow Life-boat	3
” 14.	1·45 P.M. Brig <i>Maria</i> , of Hartlepool. Crew saved by Kessingland No. 1 Life-boat	6
” 14.	2·0 P.M. Barque <i>Margaret</i> , of Belfast. Crew saved by Groomsport Life-boat	15
” 14.	2·30 P.M. Ketch <i>Time</i> , of Goole. Crew saved by Winterton No. 2 Life-boat	4
” 14.	3·0 P.M. Schooner <i>Breton</i> , of Fowey. Portmadoc Life-boat saved crew	5
” 14.	4·0 P.M. Schooner <i>Equity</i> , of Boston. Aldborough Life-boat saved vessel and	7
” 14.	4·0 P.M. SS. <i>Northumberland</i> of Newcastle. Newbiggin Life-boat saved	4
” 14.	5·0 P.M. Ship <i>Ganges</i> , of London. Deal and Ramsgate Life-boats saved	32
” 14.	7·0 P.M. Norwegian brigantine <i>Skold</i> . Bembridge Life-boat rendered assistance.	
” 14.	7·30 P.M. Schooner <i>Ocean</i> , of Goole. Clacton-on-Sea Life-boat assisted to save vessel and	4
” 23.	6·30 A.M. Fishing lugger <i>Madeleine</i> , of Boulogne. Crew saved by Clacton-on-Sea Life-boat	16

1881.		Lives saved.
Oct. 15.	8·20 A.M. Norwegian brigantine <i>Julische</i> . Kingsdowne Life-boat assisted to save vessel.	
" 15.	9·15 A.M. Ketch <i>Equestrian</i> , of Port Gordon, N.B. Crew saved by Buckie Life-boat	4
" 15.	12·30 P.M. Schooner <i>Eulala</i> , of Dumfries. Crew saved by Ramsay, Isle of Man, Life-boat.	4
" 19.	2·45 P.M. Schooner <i>Dorothy and Mary</i> , of Newcastle. Dungarven Life-boat saved vessel and	4
" 20.	3·30 P.M. Barque <i>Lebu</i> , of Liverpool, Douglas, Isle of Man, Life-boat saved	9
" 20-21.	Barque <i>Iron Crown</i> , of Liverpool. Tynemouth No. 1 Life-boat saved	18
" 21.	10·0 P.M. Barquentine <i>Maria</i> , of Gothenburg. Palling No. 1 Life-boat saved	1
" 22.	7·0 A.M. Barque <i>Gustava</i> , of Laurvig. Crew saved by Ballycotton Life-boat	11
" 22.	8·0 A.M. Ship <i>George H. Oulton</i> , of St. John, N.B. Crew saved by Howth Life-boat	16
" 22.	9·0 A.M. Schooner <i>Florence</i> , of Belfast. Schooner saved by Newcastle, Co. Down, Life-boat	5
" 23.	1·45 A.M. Barque <i>Lom</i> , of Hudiksväl. Crew saved by Skegness Life-boat	10
" 23.	9·0 A.M. Schooner <i>Gleaner</i> , of Garston. Crew saved by Castletown, Isle of Man, Life-boat	3
" 23.	5·30 A.M. Barque <i>Iris</i> , of Gefle. Harwich Life-boat saved crew	12
" 23.	10·0 A.M. Barque <i>Laura</i> , of Grimstadt. Brancaster Life-boat saved	14
" 24.	midnight. Schooner <i>Louise</i> , of Frederickstadt. Crew saved by St. Andrew's Life-boat	5
Nov. 1.	9·30 A.M. Ship <i>George H. Oulton</i> , of St. John, N.B. Poolbeg Life-boat saved eleven riggers	11
" 3.	5·35 P.M. Sloop <i>Aurora</i> , of Boston. Tynemouth No. 2 Life-boat saved	3
" 4.	7·0 A.M. Lugger <i>Frances Marie</i> , of Nantes. Buddon Ness Life-boat saved	5
" 4.	10·20 A.M. Barque <i>Sans Georg</i> , of Rostock. Dunbar Life-boat assisted to save	12
" 4.	5·0 P.M. SS. <i>Glencwilliam</i> , of Barrow. Southport Life-boat remained by vessel.	
" 4.	7·0 P.M. SS. <i>Germania</i> , of Hamburg. Seaton Carew Life-boat assisted to save vessel and	17
" 16.	10·0 A.M. Dandy <i>Young Henry</i> , of Yarmouth. Caister No. 2 Life-boat remained by vessel.	
" 16.	10·30 P.M. Dandy <i>Scud</i> , of Yarmouth. Caister No. 1 Life-boat saved	9
" 19.	9·0 P.M. Smack <i>James Innes</i> , of St. Monance, Fife. Hauxley Life-boat saved	6
" 20.	6·30 P.M. SS. <i>Retriever</i> , of Montrose. Arbroath Life-boat rendered assistance.	
" 21.	2·0 A.M. Barque <i>August</i> , of Sundswäl, Sweden. Palling No. 2 Life-boat assisted to save vessel and	16
" 21.	7·0 A.M. Brig <i>Ocean Monarch</i> , of Guernsey. Selsey Life-boat saved	9
" 21.	9·15 P.M. SS. <i>Darraagh Beg</i> , of Douglas, Isle of Man. Douglas No. 2 Life-boat saved	3
" 22.	9·15 P.M. Schooner <i>Shannon</i> , of Liverpool. Douglas No. 2 Life-boat rendered assistance.	
" 22.	Smack <i>Ellen</i> . Orme's Head Life-boat saved vessel.	
" 22.	4·0 A.M. Schooner <i>Lizzie</i> , of Fowey. Holy Island No. 1 Life-boat rendered assistance.	
" 22.	8·30 A.M. Schooner <i>Cambria</i> , of Thurso. Thurso Life-boat saved	2
" 22.	9·30 A.M. Barque <i>Excelsior</i> , of Laurvig. Peterhead Life-boat saved	13
" 22.	noon. Brigantine <i>J. M. Harris</i> , of Dublin. Ayr Life-boat saved	3
" 22.	8·0 P.M. Brigantine <i>Flora</i> , of Swansea. Troon Life-boat saved	5
" 21-25.	Barque <i>Pampero</i> , of Swansea. Penzance Life-boat assisted to save vessel and	14
" 26.	10·50 P.M. Brig <i>Innis Fail</i> , of Dublin. Ramsgate Life-boat assisted to save vessel and	8
" 27.	5·0 A.M. Schooner <i>Albion</i> , of Southampton. Ramsgate Life-boat saved	4
" 27.	7·15 A.M. Barque <i>Baron van Pallandt</i> . Plymouth Life-boat saved	11
" 27.	7·15 A.M. German barque <i>Excelsior</i> . Scilly Life-boat remained by vessel.	
" 28.	4·0 A.M. Barque <i>Caduceus</i> , of North Shields. Bembridge (Isle of Wight) Life-boat saved	10

Total number of lives saved by Life-boats from 1st Oct. to 30th Nov. . . . . **441**

and 13 vessels.

While it may be assumed that LLOYD'S account of the shipping disasters of the two months is the most numerous ever published, it may safely be affirmed that the foregoing list of the noble services rendered by the Life-boats

of the Institution during the same period is unprecedented in regard to the number and success of the Life-boat services during the gales of two months. Nearly every one of these services has a history of its own in regard to the gallantry,



determination, and endurance of the Life-boatmen; and we might fill pages upon pages of this Journal with interesting accounts of them. We feel sure, however, that no one can peruse this long record of those "saved from the wreck"

in the gales of two months alone without instinctively experiencing feelings of gratitude and satisfaction at the great amount of success which continues to accompany, day and night, the operations of the NATIONAL LIFE-BOAT INSTITUTION.

## THE LIFE-BOAT STATIONS OF THE UNITED KINGDOM.

### THE CHANNEL ISLANDS AND THEIR LIFE-BOATS.

**XLVII. GUERNSEY.** The *John Lockett*, 32 feet by 7 feet 8 inches, 10 oars.

**XLVIII. ALDERNEY.** The *Mary and Victoria*, 33 feet by 8 feet 6 inches, 10 oars.

THESE islands, by the beauty of their scenery and fineness of their climate, attract annually very large numbers of visitors from all parts; and well do they repay a visit, for in very few, if any, places of the same dimensions are to be found the many diversities of scenery they display.

The beauties of the rugged broken outline of the rocks, as well as their brilliant colouring, are brought out and enhanced by the clear brightness of the atmosphere that usually prevails, and by the deep blueness of the sea.

Besides their charms for the ordinary visitor and admirer of the beauties of nature, their history and manners, both past and present, contain much that is most interesting to the more studious and inquiring.

Their connection with England is very old, as they formed part of the Duchy of Normandy at the time of the Conquest, and ever since, with the exception of a short time during the reign of Stephen (when they remained faithful to Henry Duke of Normandy, afterwards Henry II.), they have formed part of the British Empire.

Their early history, like all other, is lost in the cloud of antiquity, but the Celtic remains found show that they were inhabited at a very remote period. They were certainly known to and visited by the Romans, as Guernsey is mentioned in the 'Itinerary of Antoninus,' and traces of Roman fortifications have been found at Jerbourg, in this island. There would appear little doubt, also, that they were visited by the ancient Danish and Norwegian fleets when they made their descents on the coasts of Gaul.

Christianity was first introduced by St. Sampson, Bishop of St. David's, who fled from Wales to Brittany, about the year 520, to escape the violence of the Saxons. He soon afterwards visited Guernsey, having landed at the harbour on the east side of the island about two miles from St. Peter's Port, that bears his name to this day. He built a small chapel on the south side of the harbour, which was rebuilt in 1111, and constituted the parish church of St. Sampson's.

It was not to be expected that France, after

the recovery of Normandy from King John, would submit quickly to these islands remaining in the possession of the English, and history accordingly tells us of repeated attempts to recover them, which failed signally, for, although landings have from time to time been effected, the invaders have never been able to obtain more than a partial footing, and have always been eventually driven off with great loss.

In the reign of Edward VI. the small island of Sark was taken by surprise and used as a base of operations for carrying on attacks on the other islands, and on the island shipping. These attacks all failed and were abandoned, but the French retained Sark for some time. This island, if properly guarded, was impregnable; but it was eventually retaken by a clever stratagem. A ship, having the appearance of a merchant vessel, anchored off the island, and a boat landed to ask permission to bury a man in the churchyard who had died the day before, as the ship was outward bound and they would have no other opportunity of doing so in consecrated ground. The French, although very suspicious, eventually gave permission, on condition that the crew landed unarmed. A coffin having been prepared and filled with arms, the funeral procession landed the next day and proceeded to the chapel. Arriving there by themselves, they entered with the coffin, and, having shut the doors, speedily armed themselves with its contents.

The French, being taken by surprise, were quite unable to withstand the impetuosity of the invaders' charge, and were very soon overcome.

During the Civil War Guernsey soon declared for the Parliament, but Jersey was staunchly loyal to the Stuarts; and Prince Charles, when so hardly pressed in the West of England that he was obliged to flee, crossed to that place, where he found a cordial welcome and a safe refuge. The island had, however, eventually to surrender to Cromwell's forces.

The last attempt to wrest these islands from the English Crown was made in 1780, and at first with considerable prospects of success in Jersey, where the French succeeded in landing, taking possession of St. Heliers, the capital, and in surprising and taking prisoner the lieutenant-governor, who they forced into signing a capitulation, and ordering his troops to surrender. This order was happily disregarded by a gallant officer of the local militia, Major Pierson, who put himself at the head of the troops that rapidly collected from all parts of the island when the alarm was given, and

attacked and completely routed the invaders, killing or taking prisoners the whole of them. Unfortunately, this gallant officer did not live to see the results of his conduct, having been shot dead early in the day.

Although these islands have been for centuries an integral part of the British Empire, they live under their own constitution and laws, which are founded on the old Norman law, and were first established by King John after the loss of Normandy, since when they have been but comparatively very little altered or reformed. If judged by their result in creating a happy, contented and industrious community, they must be pronounced model laws and constitution, for there is nowhere to be found a more frugal, contented, well-to-do race than the inhabitants of these islands. Their early climate and fruitful, well-worked soil, enable them to raise immense quantities of fruit and vegetables for the supply of the English market, which the greatly improved steam communications of late years have brought within their reach. Amongst other industries that add to the wealth of Guernsey are the granite quarries, immense quantities of stone for paving and for road mending, being exported annually.

The Island of Alderney, although very much smaller than either Jersey or Guernsey, and of comparatively little productive or commercial value, was some few years ago considered a most important strategical point, and very strongly fortified, it having been intended at the same time to make a very extensive harbour of refuge, to shelter our fleet in time of war that would be watching Cherbourg, which is

about thirty miles off. The land fortifications were completed, and at the time were very strong, whatever they might prove against modern artillery, but the breakwaters to form the harbour have never been completed; indeed, the one across the entrance was never commenced, and the outer half of the other one is rapidly disappearing, having been undermined by the sea and abandoned to its fate.

This whole group of islands is studded in all directions with outlying patches and sharp-pointed rocks, which, added to the furious tides that run past them, render the navigation very dangerous and difficult. It is only wonderful that more casualties do not occur, and their rareness testifies strongly to the knowledge and experience of the local pilots.

The Institution has two boats stationed in these dangerous waters—one at Guernsey, the *John Lockett*, 10 oars, 32 feet long by 7 feet 8 inches, on a transporting carriage, and kept in a boat-house on the quay on the south side of the harbour of St. Peter's Port, into which she can be launched at any time of tide, and where the services of a steamer can nearly always be depended upon to take her to any part of the islands. The branch is under a local committee, of whom CAPTAIN P. DE SAUSMAREZ, R.N., is Chairman, and CAPTAIN CARRE, R.N., the Honorary Secretary. The other is the *Mary and Victoria*, 33 feet long by 8 feet 6 inches, 10 oars, stationed at Alderney, and also on a transporting carriage. JUDGE BARBENSON is the Chairman of this branch, and N. BARBENSON, Esq., the Honorary Secretary.

### SAVING LIFE AT SEA.

THE following correspondence has taken place between the Home Office and the National Life-boat Institution on the subject of the number of Lives Saved by its Life-boats during the year 1880, and also the number saved through its intervention during the same period by Shore-boats and other means. The Return embraces also the number of lives reported to the Institution in that period as having been drowned:—

“Whitehall, 30th Sept., 1881.

“SIR,

“The Queen having been pleased to comply with the prayer of an humble Address presented to Her Majesty in pursuance of a Resolution of the House of Commons, dated the 22nd August, 1881, a Copy of which is enclosed, I am directed by Secretary Sir WILLIAM VERNON HARCOURT to request that you will have the goodness to cause the Return therein

specified—so far as relates to ‘Lives Saved from Drowning in the United Kingdom through the instrumentality of the Royal National Life-boat Institution—the lives reported to it as having been lost—with suggestions for the prevention of Loss of Life’—to be prepared and transmitted to him in order that it may be laid before the House of Commons with the least possible delay.

“I am, &c.,

“GODFREY LUSHINGTON.

“RICHARD LEWIS, Esq.”

“Royal National Life-Boat Institution,  
“John Street, Adelphi, London,  
“14th Nov., 1881.

“SIR,

“I have had the honour to receive and lay before this Committee your letter of the 30th Sept., requesting, by

directions of the Home Secretary, Sir WILLIAM VERNON HARCOURT, a Return of the

“Lives Saved from Drowning in the United Kingdom through the instrumentality of the Royal National Life-boat Institution, with suggestions for the prevention of Loss of Life; also of all Deaths by Drowning in the United Kingdom during 1880.’

“In reply I am directed to forward to you the accompanying Tabulated Form (A) of the

“Lives saved on the Coasts of the United Kingdom during the year 1880 through the instrumentality of the Royal National Life-boat Institution.’

“Also (B) of the

“Lives lost on the Coasts of the United Kingdom during the year 1880, as reported to the Royal National Life-boat Institution.’

“These two Forms contain all the particulars the Institution possesses on the subject, as it has no means on the Coast to obtain the information on the several minute points detailed in the Parliamentary Return which accompanies your communication.

“With reference to your request that this Institution might make any remarks on the prevention of Loss of Life at Sea, its Committee would beg to suggest:

“First, That the crews of all vessels might be furnished with an ample supply of Life-belts;

“Secondly, That portable signals might be supplied for ships when in distress to use at night, such as Lieut. VÉRY’s pistol signals, throwing up brilliant coloured lights;

“Thirdly, That telegraphic communication might be established between Light Houses or Light Vessels and Life-boat and Rocket Stations.

“I am, &c.,

“(Signed) RICHARD LEWIS.

“GODFREY LUSHINGTON, Esq.,  
Home Office.”

LIVES SAVED (A) on the COASTS of the UNITED KINGDOM DURING the YEAR 1880 THROUGH the INSTRUMENTALITY of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

COUNTRY.	From vessels wrecked or stranded.	From open boats, fishing or others.	By Life-boats.	By aid from the shore for which payments or other awards have been made by the Institution.
<i>England and Wales.</i>				
Anglesea . . . .	15	..	15	..
Cardigan . . . .	9	..	9	..
Carmarthen . . . .	4	..	4	..
Carnarvon . . . .	11	..	7	4
Cheshire . . . .	26	..	26	..
Cornwall . . . .	19	2	15	6
Devon . . . .	15	..	14	1
Durham . . . .	28	..	28	..
Glamorgan . . . .	22	..	19	3
Hampshire . . . .	..	16	..	16
Kent . . . .	120	..	105	15
Lancashire . . . .	4	..	4	..
Lincolnshire . . . .	5	..	5	..
Norfolk . . . .	56	..	50	6
Northumberland . . . .	34	..	34	..
Scilly Islands . . . .	5	..	5	..
Somerset . . . .	7	..	7	..
Suffolk . . . .	20	4	13	11
Yorkshire . . . .	106	1	81	26
Isle of Man . . . .	19	..	19	..
<i>Scotland.</i>				
Aberdeenshire . . . .	..	3	..	3
Ayrshire . . . .	21	..	21	..
Caithness . . . .	32	..	32	..
Forfarshire . . . .	11	..	11	..
Haddingtonshire . . . .	4	..	..	4
Wigtownshire . . . .	3	..	..	3
<i>Ireland.</i>				
Antrim . . . .	..	2	..	2
Donegal . . . .	..	5	..	5
Down . . . .	8	3	8	3
Dublin . . . .	2	6	2	6
Galway . . . .	6	6	..	12
Louth . . . .	19	..	6	13
Waterford . . . .	..	2	..	2
Wexford . . . .	25	..	25	..
Wicklow . . . .	12	..	12	..
SUMMARY.				
England and Wales	525	23	460	88
Scotland . . . .	71	3	64	10
Ireland . . . .	72	24	53	43
	668	50	577	141
Total . . . .	718		718	

LIVES LOST (B) on the COASTS of the UNITED KINGDOM DURING the YEAR 1880, as REPORTED to the NATIONAL LIFE-BOAT INSTITUTION.

COUNTY.	From vessels wrecked or stranded.	From open boats, fishing or others.	Life-boat crews.
<i>England and Wales.</i>			
Carmarthen . . .	1	..	..
Cornwall . . .	13	..	..
Devon . . .	1	..	..
Hants . . .	1	1	..
Norfolk . . .	1	1	13
Somerset . . .	3	..	..
Yorkshire . . .	1	..	..
<i>Scotland.</i>			
Aberdeen . . .	..	1	..
Ayr . . .	4	..	2
<i>Ireland.</i>			
Dublin . . .	3	..	..
Galway . . .	2	..	..
Louth . . .	4	..	..
Wexford . . .	4	..	..

## SUMMARY.

England and Wales	21	2	13
Scotland . . .	4	1	2
Ireland . . .	13	..	..
	38	3	15
Total . . .	56		

LOSS OF LIFE BY DROWNING IN INLAND WATERS.

Along with the communication from the Home Office was forwarded a Parliamentary Return, moved by JACOB BRIGHT, Esq., M.P., of all deaths by drowning in inland waters of the United Kingdom during the year 1879, distinguishing the (a) jurisdictions, and (b) whether the deaths occurred in the waters hereafter named: i.e., harbours, basins, docks, canals, rivers or streams, lakes or ponds, artificial reservoirs, ditches, sluices or other artificial channels, quarry, mine, brickmaking or other water-holes, vats, tanks, pits or other vessels of works or manufactories, wells, domestic baths, cisterns or other vessels, public baths, or unenumerated waters. Also (c) whether the deaths arose from pleasure-boat accidents, bathing accidents, ice accidents, &c., with the number of persons drowned in each kind of water, and the totals under each division.

Having carefully analysed the tables in this Parliamentary Return detailing the deaths under the several headings above mentioned, we append hereto a brief result of our investigations, showing the lamentable loss of 3690 lives in one year (1879).

## SITES OF DROWNING ACCIDENTS IN 1869.

	England and Wales.	Scotland.	Ireland.	Total.
<i>Mercantile Waters</i>				
Canals . . .	554	57	36	647
Docks . . .	196	26	7	229
Basins . . .	25	14	2	41
Rivers } Navigated . . .	723	180	55	958
Lakes } gated . . .	9	3	10	22
Other navigated waters . . .	58	83	38	179
<i>Non-Mercantile Waters—</i>				
Rivers, &c. . .	409	94	74	577
Lakes . . .	14	9	13	36
Ponds . . .	301	17	17	335
Reservoirs . . .	120	5	2	127
Ditches, &c. . .	121	21	20	162
Quarries, &c. . .	58	11	25	94
Tanks, &c. . .	35	3	..	38
Wells . . .	66	5	14	85
Cisterns, &c. . .	53	6	..	59
Public baths . . .	6	..	..	6
Other waters . . .	67	15	11	93
Unknown . . .	..	..	2	2
Totals . . .	2815	549	326	3690

A. 8975 "Whitehall, 15th Nov., 1881.

9 "SIR,  
"I am directed by Secretary Sir WILLIAM VERNON HARCOURT to acknowledge, with thanks, the receipt of your letter of the 14th instant enclosing a Return of Lives Saved on the Coasts of the United Kingdom during the year 1880, through the instrumentality of the Royal National Life-boat Institution; and also a Return of Lives Lost during the same period, as reported to the Institution.

"I am, &c.,

"(Signed) GODFREY LUSHINGTON.

"RICHARD LEWIS, Esq."

It is not our purpose on this occasion to trace the various causes which have led to the unusually numerous cases of drowning in canals, docks, and other waters and streams mentioned in the Return, as it gives full and detailed accounts of the nature of the accidents. They are grouped under their several headings, such as pleasure-boats, bathing and other causes, but the following brief summary of the accidents may prove interesting:—

NATURE OF DROWNING ACCIDENTS IN 1879.

	England and Wales.	Scot- land.	Ireland.	Total.
Persons engaged in trade navi- gation	219	57	25	301
Pleasure boat accidents.	95	35	26	156
Bathing acci- dents.	149	23	18	190
Ice accidents	124	10	13	147
Falling from the land into the water	713	143	142	998
Suicide or un- known causes	1143	161	72	1376
Other causes	372	120	30	522
Totals	2815	549	326	3690

Surely it is not creditable to the age in which we live that 3690 persons should have been drowned in one year in our inland waters, apart entirely from the loss of life on our sea-coast. There can be no doubt that the average annual loss of life in inland waters amounts to 3000; and in view of such a fact no effort should be lacking to check so fearful, and, in too many

instances, it is to be feared, so unnecessary a sacrifice of life. When a railway accident occurs, involving unhappily the loss of thirty or forty lives, the whole kingdom is naturally in a state of alarm. But in regard to the daily loss of life in our inland waters the circumstance hardly excites a passing remark.

It is to be hoped, however, that as remedial measures are better understood and practised, a marked diminution in these calamities will take place. We refer especially to a knowledge of the art of swimming, for to be able even to strike out a few strokes is often attended with the saving of a life—to the fact that too many of our piers, wharves, docks, and such places are absolutely unprotected, and to the scores of persons who every year fall over them and are drowned. The public have a right to demand of their proprietors that such places should be protected as far as practicable.

Moreover, great things are also expected from the youngest but most active of our benevolent societies—we allude to the St. John Ambulance Association. Its classes, and the important and practical instruction it imparts in them, are available alike to all persons, and must ultimately become subservient to the noblest of purposes—the saving of human life.

The subject of drowning in our inland waters is a national and absorbing one, demanding assiduous inquiry, and offering to the philanthropist the highest scope for his exertions; and we earnestly trust that renewed attention will be directed to it.

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

GILES' QUAY, DUNDALK.—On the application of the local residents, the NATIONAL LIFE-BOAT INSTITUTION has formed a Life-boat Establishment at Giles' Quay, on the north side of Dundalk Bay, it having been considered that a Life-boat on that side of the Bay would be likely to prove of service on occasions of shipwreck, and there being plenty of competent boatmen on the spot who were willing to work the Life-boat. The boat provided is one of the 34-foot 10-oared class, furnished with

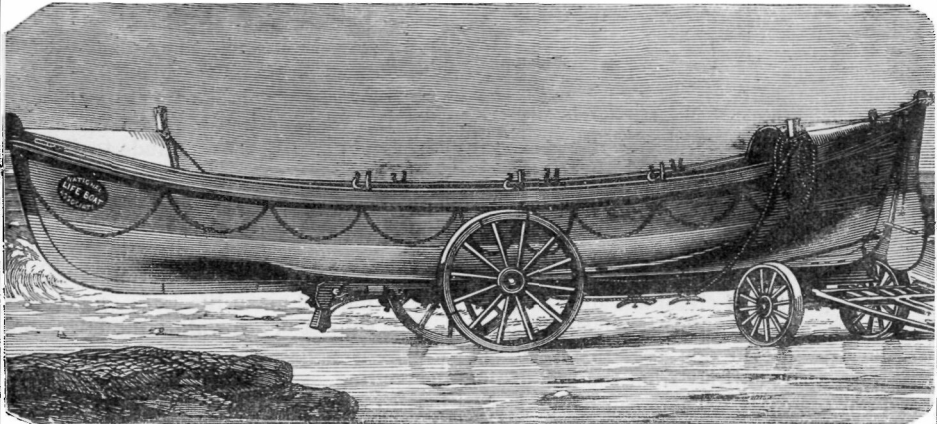
a transporting carriage. A new and commodious boathouse and launching slipway were constructed for the use of the boat. The expense of the new Life-boat and equipment was defrayed from a legacy left to the Institution by the late Miss LOUISA THOMAS, of Bowdon, Cheshire, the boat being named the *James Thomas*, in memory of her late father. The boat was taken by rail and steamer to Liverpool and Greenore, and thence to its station by the crew, under the superintendence

of the District Inspector of Life-boats. The crew expressed their great satisfaction with their new Life-boat.

At Black Rock, on the opposite shore of the Bay, there is also a Life-boat Establishment, the *Stockport Sunday School* Life-boat being stationed there.

BRAUNTON, NORTH DEVON.—A new 34-foot Life-boat, rowing 12 oars, double-banked, and provided with a transporting carriage, has been sent by the Institution to this Station in lieu of the former Boat there. The expense of the new Life-boat was defrayed by Miss LEICESTER, of London, and at her request the Boat is named the *Robert and Catherine*. On the occasion of the regatta at Barnstaple on

the 22nd August, the ceremony of its naming and launching took place in the presence of a large number of spectators. The Boat, mounted on its carriage, having been drawn through the principal streets of the town in a procession which comprised the Mayor and Corporation, the Local Committee, Rifle Volunteers, fishermen, seamen, and others, was taken along the Taw Vale Parade to the slip at the South Walk. On the Boat reaching the water's edge, the Rev. A. E. WALKER, Vicar of Barnstaple, called upon the District Inspector of Life-boats to make the presentation on behalf of the NATIONAL LIFE-BOAT INSTITUTION and the Donor. Capt. LAPRIMAUDAYE, R.N., then, in suitable terms, handed the Boat over to the



Local Committee, and stated that he knew that the coxswain and crew would ever be ready to work the Life-boat in the hour of danger. The Right Hon. EARL FORTESCUE, as Patron of the Barnstaple and Braunton Branch of the Institution, thankfully acknowledged the gift of the fine new Life-boat on behalf of the locality, and stated that the objects of the Institution especially commended themselves to Englishmen on every ground of interest and duty. The Rev. A. E. SEYMOUR then read a portion of Psalm cvii., and offered prayers for God's blessing on the Life-boat, after which Lady SUSAN FORTESCUE performed the ceremony of naming the Boat, which was then launched amid tremendous cheering on all sides, the band of the Yeomanry playing the National Anthem.

Cheers having been given for the Donor, the Institution, and the EARL FORTESCUE and Lady SUSAN FORTESCUE, the demonstration was brought to a close. The Life-boat's self-righting and other powers were satisfactorily tested by the crew.

RYE, SUSSEX.—A new Life-boat has been sent by the Institution to Rye to take the place of the former boat stationed near the Camber Coastguard Station not far from the entrance to the harbour. The Boat is 34 feet long, 7 $\frac{3}{4}$  feet wide, and rows 10 oars double-banked; it is provided with a transporting carriage. The expense of the new Life-boat was defrayed from the munificent legacy bequeathed to the Institution by the late JOHN STANFORD, Esq., of Regent's Park, London, for the

purpose of placing and maintaining on the coast a Life-boat to be named the *Mary Stanford*, as a permanent memorial in honour of his late mother. The public inauguration of the Boat took place on the 8th September. The ceremony of naming was performed by Mrs. KERR, wife of General KERR, a cousin of the deceased gentleman, and his chief executor. After proceeding in procession through the town of Rye, the Boat was taken to the strand, where a large concourse had assembled, numbering some four or five thousand people. Addresses were delivered by the Mayor of Rye, General KERR, F. A. INDERWICK, Esq., M.P., and the District Inspector of Life-boats, Capt. the Hon. H. W. CHERTWYND, R.N. Mr. INDERWICK referred to the great gratification experienced by the local residents on receiving such a handsome gift, and stated that he felt perfectly certain that whenever the Boat and her crew were called into action they would do their duty; and he fervently and sincerely hoped that those efforts would invariably be crowned with success. The District Inspector also bore testimony to the bravery of the men who manned the Life-boats. Deeds of devotion in the performance of self-imposed duty were recorded in the annals of the Institution as great as any performed in battle; and they showed that the boatmen of our day upheld the fair fame of the grand old British flag, which for a thousand years had withstood the battle and the breeze. The Rev. T. D. GLADSTONE then offered up a prayer for the success of the Boat; and the ceremony of naming having been performed by Mrs. KERR, the boat was launched and tried by the crew. Mr. INDERWICK afterwards entertained a numerous company at luncheon, and the Life-boat men, launchers, and others were provided with an excellent dinner, through the liberality of the Mayor of Rye, HENRY BURRA, Esq., who is also the Honorary Secretary of the Rye and Winchelsea Branch of the Institution.

ST. ANNE'S-ON-THE SEA, LANCASHIRE.—The NATIONAL LIFE-BOAT INSTITUTION has formed a Life-boat Establishment at St. Anne's-on-the-Sea, which is considered to be an excellent position whence a Life-boat can proceed to shipwrecks on the sandbanks off that part of the coast. The Boat is 34 feet long, 8½ feet wide, and

rows 10 oars, double-banked. It is provided with a transporting carriage, and a substantial and commodious house and a launching slipway have also been constructed. When the boat was brought to St. Anne's some of the more enthusiastic of the inhabitants refused to permit it to be drawn to the boathouse by horses, and dragged it along themselves. The new Life-boat Station, the whole cost of which has been borne by JAMES CHADWICK, Esq., of Prestwich, was publicly inaugurated on the 24th September. At the time announced for the ceremony of naming and launching the Boat, there was a large crowd on the promenade, and the sea was dotted with steamers and small craft from Blackpool and Southport. The Life-boats belonging to the stations at Lytham, Southport, Blackpool, and Fleetwood were also present, to welcome their new comrade on her first launch. The Boat having been manned, and placed on the slipway ready, Mr. GREENHALGH said that it devolved upon him, as Chairman of the Local Committee, to introduce the donor of the St. Anne's Life-boat to the notice of those present. Mr. CHADWICK, who was warmly received, expressed the pleasure he felt at being present at that ceremony, and seeing so many evidently taking interest in the proceedings of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. It had been his wish for some time past that as soon as an opportunity should occur, another Life-boat should be established on the Lancashire coast. It gave him the greatest pleasure to be permitted to enable the Institution to establish the Station by the gift of the Boat they saw before them. He did not think there could be anything more commendable than the endeavour to save human life. Mr. CHADWICK then formally presented the Boat to Lieutenant TIPPING, R.N., the Institution's District Inspector for Ireland, as one of the fleet, and to Mr. GREENHALGH as the Boat of St. Anne's Station. The gift having been acknowledged in suitable terms, and an appropriate hymn having been sung by the scholars of the Church Sunday School, accompanied by the band of the Loyal North Lancashire Regiment, prayer was offered up by the Rev. W. G. TERRY. The boat was then named the *Laura Janet* by Mrs. CHADWICK, and was shortly afterwards successfully launched, amid great cheering. The combined Life-boats sub-

sequently proceeded to Blackpool, under the command of the District Inspector.

ROBIN HOOD'S BAY, YORKSHIRE.—The Institution has recently renovated completely the Robin Hood's Bay Life-boat Establishment—the expense of the same having been defrayed from a generous contribution, presented by “Mr. and Mrs. Fox's Children,” the Life-boat being named the *Ephraim and Hannah Fox*. A new Life-boat and transporting carriage, with a full equipment of stores, have been provided, for the reception of which a substantial and commodious house has been erected, from the designs of the Architect of the Institution, on a site kindly granted by Sir CHARLES STRICKLAND, Bart., the Lord of the Manor. The Boat is 32 feet long, 8 feet wide, and rows ten oars, double-banked. The public inauguration of the new Life-boat Station took place on the 26th September. Prior to the launch a short service was held in the parish church, an address being delivered by the Rev. J. COOPER, M.A., vicar, and Local Honorary Secretary of the Institution. After the service a procession formed from the church down to the beach, consisting of the local friendly societies and the residents of the district, preceded by the Fylingdales brass band. On arrival at the launching place, a large company got into the Life-boat, and the assembly was addressed by Mr. GEORGE FOX, who, in the name of the children of EPHRAIM and HANNAH FOX, of Dewsbury, presented the Life-boat to the ROYAL NATIONAL LIFE-BOAT INSTITUTION. THOMAS CHAPMAN, Esq., F.R.S., V.P., Chairman of the Society, accepted the gift. He expressed the gratitude which everyone must feel to the kind and liberal donors of that handsome boat. This boat, he said, was given by children in testimony of the love which they bore to their departed parents. He could only say that if, unhappily, the boat should be wanted to rescue sailors who might be stranded on that part of the coast, she, with her crew, would be immediately brought into requisition. He gave one word of advice to the Life-boat crew, which was never to go off without their life-belts, for in the experience of the Institution they had had many melancholy accidents, which would never have occurred had the men taken the pre-

caution to have put on their life-belts. With these few observations he wished the Life-boat and the donors every possible success. Sir CHARLES STRICKLAND returned thanks on behalf of the residents of Robin Hood's Bay for the generosity of the Fox family, and to the Institution for appropriating it to Robin Hood's Bay. The Vicar of Fylingdales then offered a short prayer, after which Mrs. HOWGATE, of Dewsbury, christened the boat the *Ephraim and Hannah Fox*. The boat was then launched amid the loud cheers of the vast concourse of people, and afterwards placed in the house provided for her reception.

POOLBEG, Co. DUBLIN.—It will be remembered that, on the occasion of the gallant service rendered in the Life-boat on this station at the wreck of the schooner *Robert Brown*, by Lieutenant J. A. W. O'NEIL TORRENS and a volunteer crew, as fully described in the *Life-boat Journal* for February 1881, No. 119, p. 230, the boat was very severely damaged. The opportunity has since been taken of replacing her by a new one of the 34-feet, 10-oared class, furnished with a transporting carriage, the cost of which has been defrayed by Mrs. ELIZABETH S. SYMES, of Ballybrack, Co. Dublin, as an affectionate tribute to the memory of her late husband, Commander A. STARK SYMES, R.N., who was for many years during his later life in command of mail packets between England and Dublin, and was before that an able officer in Her Majesty's service. On the 1st November the new Life-boat was launched in the Custom-House Dock, Dublin, in the presence of the Lord Mayor and a large and distinguished assembly, among whom were Mr. MAURICE BROOKS, M.P.; the High Sheriff of the City, Sir J. W. MACKAY, D.L.; Mr. ABRAHAM SHACKLETON, J.P.; Sir JOHN BARRINGTON, D.L.; Alderman HARRIS; Mr. ANTHONY O'NEILL, J.P.; Mr. JOHN F. BEWLEY; the Hon. Capt. CARPENTER, R.N.; Mr. A. H. SYMES, R.N.; Lieut. TIPPING, R.N.; Capt. HELBY, R.N.; and Mr. THOMAS EDMONDSON, Hon. Sec., Irish Auxiliary of the Life-boat Institution.

Immediately after the arrival of the Lord Mayor, Mr. A. H. SYMES, R.N., son of the deceased commander, formally announced, on behalf of Mrs. SYMES, the presentation of the boat to the NATIONAL LIFE-BOAT INSTITUTION. The District



Inspector, in an appropriate speech, acknowledged the gift in the name of the Institution.

The Lord Mayor said it afforded him very great pleasure to be the medium of receiving, on behalf of the local committee, this valuable addition to the means of saving life at sea. He trusted the crew might be spared to be successful in many services such as they rendered that morning to eleven people. Mr. THOMAS EDMONDSON, in mentioning some details of the Society's work, appealed for subscriptions to the whole country. The dwellers in inland counties were as much interested in it as dwellers by the sea. It was for the one as much as for the other, that our ships were ploughing the waves, bringing home the silks and teas of China, and cotton from America; it was for one as much as the other that so many splendid steamers were engaged in carrying across the ocean the correspondence that linked together distant realms. Although they saved about one thousand lives each year, there were still about seven hundreds of lives annually lost around the British Islands. He hoped the inhabitants of Great Britain and Ireland would, by generously subscribing, place them in a position to greatly diminish

this annual loss of life. The captain of a foreign vessel that was wrecked on our shores once said that, had he been without chart or compass, and completely lost his bearings, he would have known it was on the British coasts he was wrecked by the efforts made to save him by Life-boats. This was a noble testimony, and he appealed to all who were present to aid in maintaining such an honourable distinction, by doing all that lay in their power to support the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The ceremony of naming the Life-boat the *Aaron Stark Symes*, was then performed by Miss NICHOLLS, a niece of the donor, and immediately after the bottle of wine had been broken against the stern, the Boat was launched into the dock, and was afterwards purposely capsized, throwing the crew into the water, but in about half a minute self-righted, and the men climbed into her again.

Cheers were given for the crew, and then for the donor of the Life-boat, also for the Lord Mayor, and the proceedings terminated. Subsequently the Lord Mayor and a select company of about fifty were entertained at luncheon by the Local Committee in the Marine Board-room at the Custom House.

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

WEST HARTLEPOOL.—On the 2nd April, 1881, at about 11 A.M., on observing the brigantine *Danube*, of Guernsey, which was about to enter the Hartlepool East Harbour, hoist a flag of distress, the West Hartlepool No. 1 Life-boat *Rochdale* proceeded to her assistance. On reaching her it was found that she had taken the ground and was striking heavily. The Life-boat remained by her three hours, and the crew were on the point of leaving, having already put their clothes on board the boat, when three steam-tugs arrived, and, after considerable difficulty, they succeeded in getting the vessel afloat, and towed her safely into harbour.

PORHCRAWL, SOUTH WALES.—On the morning of the 12th April, about low water, the barque *Marmora*, of Copen-

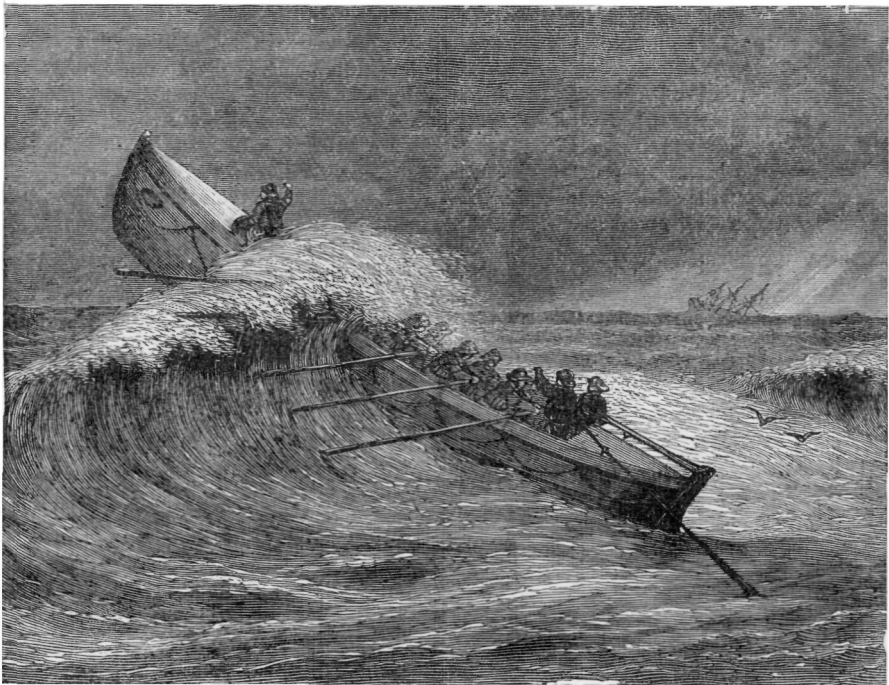
hagen, bound from Rochfort to Porthcawl, drifted on the Skerweather Sands. The *Chafyn Grove* Life-boat was immediately launched and rescued the crew of eight men from the vessel, over which a heavy ground sea was dashing; she had been dismasted, and eventually became a total wreck. All hands must have been lost in the absence of the Life-boat.

RAMSGATE.—Signal guns from the Gull and Goodwin Lightships were heard at 10.30 A.M. on the 3rd May, and a schooner was seen to run ashore on the North Sand Head. The wind at the time was blowing from the N. The Life-boat *Bradford* and harbour steam-tug *Aid* were immediately manned and proceeded to the vessel; but, before getting to her, both

her masts were seen to fall over the side. On arriving to windward the Life-boat was slipped from the steamer and sailed to the vessel. Some of the Life-boatmen went on board, and at once set to work to extricate her from her perilous position. She was thumping heavily and was full of water, but her cargo of deals prevented her from sinking. The starboard anchor was let go, to prevent her from driving farther on the sands; and the steamer was signalled to and backed in under her stern. The tug's large towing hawser was then hauled on board and made fast,

and she towed in a N.E. direction for about an hour. The schooner continued to strike heavily on the sand, but she ultimately floated, and was towed into Ramsgate Harbour in a waterlogged condition. She was the *Aldebaran*, of Laurvig, 111 tons, bound from Porsgrund to Abbeville. She had a crew of five men.

RAMSGATE AND NORTH DEAL.—At 4.20 A.M., on the 18th May, during a strong breeze from the W.S.W., a screw-steamer was seen ashore on the North Sand Head, with signals of distress flying; and about



the same time signal guns were fired from the Gull Lightship. The Ramsgate Life-boat *Bradford* and harbour steam-tug *Vulcan* at once proceeded to her assistance, and the North Deal Life-boat *Mary Somerville* was also despatched to the spot. It being necessary to lighten the vessel, both Life-boats' crews commenced to throw overboard the cargo, consisting of boxes of oranges. This was continued for three hours, when the sand alongside dried, and the kedge anchor and hawser were then taken from her port bow and run out on the sand a distance of eighty fathoms, and

the bower anchor and cable were run out for about sixty fathoms. Directly these operations were accomplished all hands went to work again, and threw overboard more boxes of oranges for about two hours, until she was nearly afloat, when sail was set to endeavour to force her over the sand, and at the same time the chain and hawser were hove taut. Eventually she floated, and was proceeding round the South Sand Head when her engines stopped, owing to a rope having fouled the propeller. She was then taken in tow by the steam-tug, steering towards the

North Foreland. In about half an hour the propeller was cleared, and she was then able to proceed under her own steam to Margate Roads. She was the ss. *Gervase*, of London, 417 tons, bound from Valencia to the Thames with oranges and dried fruit.

CADGWITH AND LIZARD, CORNWALL.—Early on the morning of the 24th May the Cadgwith Life-boat *Joseph Armstrong* and the Lizard Life-boat *Anna Maria* were launched and proceeded, under sail and oars, to the assistance of the schooner *Ellen Vair*, which had been damaged by collision and deserted. On getting near her, a Brixham trawler was found to be close by, having put two men on board. Four of the Cadgwith Life-boatmen were also put on board, who, with the trawler's men, navigated her to Penzance.

CAISTER, NORFOLK.—On the 5th June at 4 A.M. the barque *Alecto*, of Malta, bound from Cyprus to Aberdeen with locust beans, stranded on the Cross Sand during a fresh wind from S.W. A yawl immediately proceeded to her, and remained alongside until the ebb tide, when the sea became very heavy, and as the yawl shipped a great deal of water she was forced to leave. A steam-tug was then sent to Caister for the surf Life-boat, the *Godsend*, which was launched, sailed to the barque, followed by a large yawl, and remained by her until she came off the sand and was towed into Yarmouth roads.

On the morning of the 25th August, during a S.S.W. gale and heavy sea, the barque *Strathden*, of Dundee, was seen to go ashore on the north-west end of the Middle Cross Sand. A yawl immediately proceeded to her assistance, and the master engaged the service of her crew to try to save the vessel. They laid out an anchor and warp, and were returning to the barque, when a heavy sea broke on board the yawl, filling her above the ballast. Signals were then made for the Life-boat, in response to which the *Covent Garden* Life-boat proceeded to the barque and remained by her. In the meantime two steam-tugs had been engaged, and towed during the flood tide, but they were unable to move the vessel. The men on board, assisted by the crew, threw overboard some of the cargo of coal, but

the wind and sea increasing, the vessel fell over to windward at about an hour and a half before low water. The Life-boat then, with considerable difficulty and risk, took the men off her, the boat striking heavily on the ground all the time, and shipping a great quantity of water. The barque was bound from Leith to Buenos Ayres, and carried a crew of twelve men.

SEAHAM, DURHAM.—The ss. *Norman*, of London, bound from Dantzic to Stockton with grain, went ashore about a mile and a half N. of Seaham Harbour shortly before 1 A.M. on the 10th June, during a N. wind and high sea. The Life-boat *Sisters Carter of Harrogate* proceeded to her assistance, and brought safely ashore nine of the crew, the master's wife, and a lady passenger.

STAITHES, YORKSHIRE.—The *Hannah Somerset* Life-boat was launched on the 11th June, and rendered great assistance to some fishing cobles which were in danger in a very heavy sea.

HOWTH, Co. DUBLIN.—At 1.45 P.M. on the 24th July, during a strong W. gale and heavy sea, a pleasure boat with four men in her was observed to be drifting seaward. The Life-boat *Clara Baker* proceeded to the boat, and brought her safely ashore, she having been partly disabled, and the men in her being entirely exhausted.

RHYL.—The schooner *William* of Liverpool, bound from Liverpool to Foryd, arrived in the estuary on the evening of the 12th August, but, being unable to get into the Foryd during that tide, grounded on the east bank. At low water five men went on board to assist to get the vessel up the river with the following tide, but, owing to the gale and the heavy sea, she was compelled to ride at anchor. By about one hour's ebb, having dragged her anchor, she was in a dangerous position, tossing and rolling fearfully. At about 2 P.M. on the 13th the Rhyll No. 2 Life-boat *Jane Dalton* proceeded to her assistance, and brought ashore the five men and one of the crew. The master and mate remained on board the vessel, which afterwards grounded.

PAKEFIELD, SUFFOLK.—The brigantine

*Bertha*, of Rye, stranded in Pakefield Gat, during a S.W. wind and heavy sea, on the 26th August. In reply to her signal of distress, the Life-boat *Two Sisters Mary and Hannah* was launched and proceeded to her, in tow of the Lowestoft steam-tug. On arriving alongside it was found that the vessel was full of water, and her crew, consisting of six men, were thereupon taken into the Life-boat and brought safely ashore.

RYE, SUSSEX.—On the 25th August the brigantine *Lina*, of Aland, Russia, was driven ashore about half a mile east of the Life-boat House at Rye, during a very strong S.W. gale, accompanied by a high sea and heavy rain. The Life-boat *Arthur Frederick* was launched, proceeded to the vessel, and brought safely ashore the crew, consisting of eight men.

FRASERBURGH, N.B.—On the 25th August one of the most severe storms ever experienced at this season of the year prevailed here. A report had been circulated among the fishermen on the previous day that a storm was at hand, and on that day only about one-fourth of the fishing-boats proceeded to sea. On the 25th, the weather having been fine in the forenoon and afternoon, the whole fleet, numbering eight hundred and sixty boats, went out. Towards night rain began to fall, and by 9 o'clock there was every appearance of a gale. All through the night the boats were returning to the harbour, and by daylight between four hundred and five hundred of the boats had arrived. The wind having veered round from S.E. to N.E., and the violence of the gale increasing, the work of reaching the harbour was rendered exceedingly difficult. To meet any emergency which might occur, the Life-boat *Cosmo and Charles* was launched at 7 o'clock on the following morning and acted as a guide to the boats which were running for the harbour. From early morning until late at night the piers were crowded, and the excitement was most intense. One boat was wrecked on the rocks to the south of Fraserburgh, but her crew were saved. Many of the boats which reached the harbour lost the whole of their nets, valued for each boat at from 100*l.* to 150*l.*

Some idea of the strength of the gale may be gathered from the fact that the

waves dashing over Balaclava Pier were so heavy as to carry away the travelling crane belonging to the Harbour Commissioners, which, with its engine and ballast, weighed about fifty tons.

CRUDEN, ABERDENSHIRE.—At about 9 o'clock on the morning of the 26th August, during a strong E. gale and heavy sea, a fishing-boat came into the bay, but, being unable to make the harbour, the Life-boat *Peep o' Day* went to her assistance, and towed her safely in, the crew being quite exhausted. During the day seven other boats were in like manner taken into the harbour.

LOOE, CORNWALL.—On the 29th August the Life-boat *Oxfordshire* was launched, and rescued one of the crew of the ketch *Lion*, of Exeter, which had sprung a leak and had capsized about five miles S.E. of Looe, during a strong S.S.W. wind. The other man of the crew was saved by a Looe coastguard boat, which also put off to the vessel.

RUNSWICK, YORKSHIRE.—At about 4 A.M. on the 30th August, while the wind was blowing strongly from the N.E., accompanied by a heavy sea, the schooner *Zipporah*, of Scarborough, which had been on the beach on the previous day delivering coal, and had anchored in the bay, commenced to drag her anchors, and hoisted a signal of distress. The Life-boat *Margaret and Edward* thereupon proceeded to her, took off her crew of two men, and brought them safely to land. The vessel shortly afterwards drove on shore and became a total wreck. Before proceeding ashore with the two men, the Life-boat proceeded to a fishing coble which was dragging her anchor, and towed her into a safe position.

PENZANCE.—Soon after daylight on the 5th September it was reported that a vessel was at anchor in the bay with a signal of distress flying. A strong gale was blowing from S.E. to S.S.E. The Life-boat *Richard Lewis* proceeded to her assistance, and on reaching her found her to be the barquentine *Neilly*, of Bridgewater, bound from Lydney with 333 tons of coal for Porthleven, and having a crew of six men on board. She was riding very heavily with both anchors down and

chains veered out to their full extent, and it was feared that she would part her chains and drive ashore, being quite to leeward. The Life-boatmen's services were at once engaged to get her into harbour; while making the necessary preparations one chain cable parted and sail was then at once got on the vessel, the second anchor and chain were slipped, and she was taken safely in, arriving off the pier at about 10 30 A.M.

**HARTLEPOOL.**—Shortly before 4 o'clock on the morning of the 23rd September, while a gale from the S.S.E. was blowing, accompanied by a very heavy sea, the brigantine *John Wesley*, of Seaham, bound from Seaham to London with a cargo of coal, struck the ground on the Beacon Rocks and carried her sternpost away. She then drifted on to Middleton Beach, and burned flare-up lights. The Hartlepool No. 3 Life-boat *John Clay Barlow* at once proceeded to her and took off all the crew, five in number. The vessel was full of water, and had sunk by the time the Life-boat reached her. The master of the vessel had previously lowered his jolly-boat, but it was immediately swamped.

**TYRELLA, Co. DOWN.**—At 2 A.M. on the 30th September signals of distress were observed in Dundrum Bay, about a mile S.S.W. of the Craigalea Rocks. The wind was blowing from the S., the weather was thick and hazy, and there was a heavy ground swell. The *Memorial* Life-boat proceeded to the vessel, which proved to be the barque *Gertrude*, of Liverpool, bound from Quebec to Belfast with timber, and brought ashore thirteen of the crew.

**HASBOROUGH, NORFOLK.**—On Sunday, the 2nd October, shortly before 5 o'clock in the morning, the screw collier *Ludworth*, of London, bound from Hartlepool to London, having sprung a leak, ran aground on Hasborough beach during a fresh gale from the E. by S. and a heavy sea. After an ineffectual attempt to reach the vessel by means of the Rocket Apparatus, the Life-boat *Huddersfield*, stationed at Hasborough, put off and succeeded in safely landing eight of the crew. The remainder of the crew effected their escape in the ship's starboard Life-boat.

**CAISTER, NORFOLK.**—At 11 o'clock on

the morning of the 5th October the fishing-sr.ack *Triton*, of Yarmouth, stranded on the Barber Sand. The weather at the time was squally, and there was a heavy sea on the beach and sands. The vessel was seen to lower a boat, which was knocked to pieces as soon as it was in the water, whereupon the Caister No. 2 Life-boat *Godsend* proceeded to the vessel, and having got hold of her trawl warp took it to a steam-tug, the sea breaking over the boat all the time. When the flood-tide made, the steamer towed the smack off, and took her and her crew of six men safely into Yarmouth Harbour.

**APPLEDORE.**—A little before midnight on the 7th October signals were observed and a steam-whistle was heard in the bay, but for some time the signals ceased. About 2 o'clock on the following morning they were resumed, and the gun at Braunton Lighthouse was repeatedly fired. The wind was blowing fresh from the N.N.W., the weather was hazy, and there was a heavy ground sea. In reply to the signals the Appledore No. 1 Life-boat *Hope* was launched, proceeded in search of the vessel, and found her ashore on Saunton Sands. She proved to be the ss. *Ranee*, of Bristol, bound from Torquay to Newport, in ballast. The Life-boat took off the engineer, his wife, two children, and a Newport pilot, and landed them at Appledore. The master and eleven men refused to leave the vessel.

**PENARTH, GLAMORGANSHIRE.**—At 1 P.M. on the 14th October the barque *Fabo*, of Genoa, exhibited signals of distress, having lost her fore and mainmasts, and having parted from three chain cables. A steam-tug took the vessel in tow, and part of the Life-boat crew went on board the barque and helped to rig a jury mast on which sail might be set to ease the tow-rope. The Life-boatmen also assisted to cut away the wreckage alongside, and the vessel was taken into dock. She carried a crew of fourteen men.

**NEWBIGGIN.**—At about 5 P.M. on the 14th October the ss. *Northumberland*, of Newcastle, ran into the bay for shelter during a very severe storm and very high sea. In reply to signals of distress shown by her the Life-boat *William Hopkinson* of *Brighouse* put off, placed two

men on board, and brought her to an anchorage. As her anchor was not likely to hold, a kedge was run out, and the crew of four men were taken ashore for safety. The vessel fortunately rode out the storm, and her crew took her to the Tyne on the following morning, the weather having moderated. She was bound from Leith to Middlesbrough with iron railway plates.

**BURNHAM.**—On the 14th October the coxswain of the Life-boat saw the smack *Neath Trader*, of Newport, Mon., ashore off Burnham during a heavy gale from the W.N.W. at about 10 o'clock A.M. The vessel was full of water, and there were three men on the rigging signalling for assistance. The Life-boat *Cheltenham* was manned and put off to the vessel, took the men from the rigging and brought them safely ashore. One of the rescued men was in a very exhausted condition, and two of the Life-boatmen had to go up the rigging to assist him to the Boat. The smack was bound from Newport to Highbridge with a cargo of coal.

**PORTHDINLLAEN.**—During a very heavy gale from the W.N.W., at about midday on the 14th October, a signal of distress was shown by the screw flat *Tal y fan*, of Liverpool, anchored in the bay. The Life-boat *George Moore* went off to her and succeeded in taking off the crew, consisting of four men.

**DEAL AND RAMSGATE.**—On the 14th October, at about 5 P.M., during a very heavy gale of wind, the Gull Lightship fired signals of distress, in response to which the Deal Life-boat *Mary Somerville* proceeded to the Goodwin Sands. The Ramsgate Life-boat *Bradford*, in tow of the harbour steam-tug *Vulcan*, also put off in reply to the signals. On arriving at the sands the ship *Ganges*, of London, was found ashore there, the sea breaking over her. The Life-boats remained near the vessel for some time, and eventually, as there was a probability that she would break up, the master and crew decided to abandon her. Fifteen men were therefore taken into the Ramsgate Life-boat, the remaining seventeen men were taken into the Deal Life-boat, and all were brought safely to land, arriving soon after 3 o'clock on the following morning.

**MOELFRE, ANGLESEY.**—At 11 A.M. on the 14th October a messenger arrived on horseback at Moelfre from Red Wharf, a distance of about four miles, stating that a fishing-boat, with three men on board, was caught in a violent storm, and that the men were in the utmost peril of losing their lives. The Moelfre Life-boat *Lady Vivian* was instantly launched, and reached the vessel just in time to save the men from a watery grave.

**PADSTOW.**—The *Albert Edward* Life-boat put off during a strong gale from the N.W., and a very heavy sea, and with great difficulty rescued the crew, consisting of four men, from the schooner *Favorite*, of Quimper, which had lost her sails and had stranded on the middle of the Doom bar. The weather afterwards moderated, and on the next tide the vessel beat over the sand.

A ketch was seen in the offing during a strong gale from the S.E., at about 11 A.M. on the 19th October, trying to make the harbour. She had lost her sails and was otherwise disabled. She let go her anchors about a mile below Stepper Point, in a perilous position. At about 7 P.M. it was considered advisable that the Life-boat should proceed to her; the *Albert Edward* was accordingly launched, and after an hour and a half's pull succeeded in reaching her, and brought her crew of three men safely ashore. She proved to be the ketch *Two Brothers*, of Bridgwater, from Newport to Boscastle, with coal.

**SOUTHEND (ESSEX).**—During a heavy gale from the S.W. and a rough sea, on the 14th October, the *Boys of England* Life-boat rescued the crews, consisting of four men in all, from the distressed barges *Butcher* and *Maria*, of Rochester. The barges were bound from Leigh to London with straw. The Life-boat afterwards rendered some assistance in towing the barge *Violet*, which had been aground on the Maplin Sands, and had been abandoned by her crew.

**RAMSEY, ISLE OF MAN.**—About noon on the 14th October the schooner *Eulala*, of Dumfries, was seen to exhibit signals of distress while riding heavily in the bay. She had parted one anchor, and was drifting rapidly towards the rocks.

The Life-boat was immediately launched and proceeded to her. With considerable difficulty, and after sustaining serious damage, she succeeded in rescuing the vessel's crew of four men, but in consequence of her damaged condition she had to be beached some miles from her Station. The gale was blowing with terrific force, and there was a tremendous sea running. The Life-boatmen state that they never were out in worse weather.

KESSINGLAND.—At 1 P.M. on the 14th October the brig *Maria*, of and from Hartlepool, bound to London with coal, having struck on Covehitheness Point, and being in a sinking condition, made signals of distress, and ran on shore on the beach, four hundred yards south of Kessingland, where she became a total wreck. Her crew, consisting of six men, left in their own boat, and were drifting on the Newcome Sand, when they were rescued by the Kessingland No. 1 Life-boat, the *Bolton*.

BEMBRIDGE, I.W.—At about 7 P.M. on the 14th October the *City of Worcester* Life-boat put off to the assistance of the Norwegian brigantine *Skjold*, which had lost her masts and was drifting during a W. gale. A steam-tug had arrived at the vessel about half an hour before the Life-boat, and was taking her in tow for Cowes; the Life-boat therefore assisted in that work.

HOLYHEAD.—During a heavy gale from the W., at 9 A.M. on the 14th October, signals of distress were reported to have been shown by two or three vessels anchored in dangerous positions in the bay. The Life-boat *Thomas Fielden* was launched, but the wind was so strong that she had to anchor and wait until a tug came to her. The tug tried for about an hour to put the boat alongside a schooner, but could not succeed, and eventually she had to drop down to the vessel under oars, and rescued the crew, consisting of four men. The vessel was the schooner *Golden Island*, from Belfast to Newport.

TORQUAY.—At 11 A.M. on the 14th October it was reported that the fishing smack *Black Cat*, of Paignton, was hanging on to her nets, in great danger, off that place, having been in that position

since the commencement of the gale, which was then raging from the N. to N.W., and which was still increasing. The crew of the Torquay Life-boat, *Mary Brundret*, assembled, and the Life-boat proceeded to the smack, which she reached about 11.30, and found that her crew, consisting of two men, had been seventeen hours in their perilous position. Having cut adrift the nets and gear, the smack was towed into Brixham Harbour, and the men landed.

In returning from Brixham, the fury of the gale appeared to be at its height, and the Life-boat was caught by a heavy squall when in the middle of the bay, and capsized; she immediately righted herself, and all the men were fortunately able to get on board, and returned to the Station in safety.

GROOMSPORT, Co. DOWN.—The barque *Margaret*, of Belfast, was endeavouring to enter that port during a very strong gale from the N.N.W. and a very heavy sea at about 12.30 P.M. on the 14th October. She was taken in tow by a steam-tug, but the hawser broke, and the vessel was run into Bangor Bay, where she struck on the sand. The *Florence* Life-boat, stationed at Groomsport, was taken by land to Bangor, where she was launched, and proceeded to the vessel and succeeded in bringing safely ashore the crew of fifteen men. The barque was bound from Quebec to Belfast with a cargo of timber.

PORTMADOC.—At 3 P.M. on the 14th October, during stormy weather, the schooner *Breton*, of Fowey, was observed to be showing a signal of distress. The Life-boat *John Ashbury* was immediately manned, and by the time she was afloat the vessel had been beached at Criccieth. The Life-boat went alongside, and brought her crew of five men ashore. The schooner had parted from her cable in St. Tudwall's Roads, and had lost her bowsprit and jibboom.

WINTERTON, NORFOLK.—Signals of distress were seen flying from a ketch three miles N.E. of Winterton, during a severe storm and a very heavy sea, at about 2.30 P.M. on the 14th October. The Winterton No. 2 Life-boat, the *Husband*, proceeded to the vessel, and found her to be the *Time*, of Goole, bound from

London to Newcastle with wheat. The Life-boat took off the crew of four men, and brought them safely ashore. The vessel, which was leaking, and had lost her anchor, ultimately foundered.

**SKERRIES, Co. DUBLIN.**—On the 14th October the schooner *William*, of Dublin, bound from Swansea to Ardrossan with a cargo of coal, and having a crew of five men, sought shelter in Skerries Bay from stress of weather, the wind at the time blowing a whole gale from the N.W. The weather having moderated, three of the crew came ashore; but the wind afterwards increased, and the vessel then made for the harbour, but was blown beyond the point of shelter and stranded. The sea was washing over her, and the two men on board her being in great peril a rocket was fired over her, and the line placed on board; but the men were unacquainted with its use, and the *Laura Platt* Life-boat, stationed at Skerries, therefore proceeded to the schooner, and brought the two men safely ashore.

Mr. THOMAS ELMORE, Chief Officer of H.M. Coastguard, went out in the Life-boat on this occasion.

**BALLYWALTER, Co. DOWN.**—On the 14th October, at about 10 A.M., the wind suddenly became squally from the W. The Coastguard officer gave information that a fishing-boat was in danger outside of Long Rock, and as the wind had increased to a perfect hurricane, and had veered round to the N.W. and North, the Life-boat *Admiral Henry Meynell* proceeded to her assistance, and brought her crew of two men ashore. Great difficulty was experienced in rendering this service; for a long time the Life-boatmen were unable to contend with the wind, and the Boat had to lie at anchor. Such a hurricane had not been known on this shore for many years.

The Rev. J. O'REILLY BLACKWOOD, Hon. Secretary of the Branch, went out in the Life-boat on this occasion.

**PEMBREY, CARMARTHENSHIRE.**—At about 12.30 A.M. on the 14th October signals of distress were shown by the ss. *Laura Fell*, of London. The wind was blowing a whole gale from the S.W., with thick rain and a very heavy sea. The signals were answered by the Coastguard, and the

Life-boat *Stanton Meyrick of Pimlico*, stationed at Pembrey, put off to the vessel, which was found to have stranded on the Middle Spit, and brought safely ashore her crew of seven men. At 5 o'clock the Life-boat again went out with a steam-tug, and, after much risk and hard work, brought the vessel, which was leaking very badly, into Llanelly.

**ALDBOROUGH, SUFFOLK.**—The schooner *Equity*, of Boston, bound from Newcastle to London, with firebricks and soda, signalled for assistance at 1 P.M. on the 14th October, during a heavy gale and rough sea, and a beach yawl thereupon went to her aid. At 4 o'clock another signal was made, and the Life-boat *George Hounsfeld* proceeded to her, and remained by her during the night. At daylight on the following morning the Life-boat accompanied the schooner to Harwich. The vessel had a crew of seven men.

**CLACTON-ON-SEA.**—The *Albert Edward* Life-boat put off at about 7.30 P.M. on the 14th October, in reply to signals of distress, during a very strong N.W. wind and very rough sea. After cruising about for some time the schooner *Ocean*, of Goole, was sighted ashore on the Maplin Sands; her sails were all adrift; she had lost two anchors and chains, and had five feet of water in her hold. Some of the Life-boat men boarded her, pumped the water out, and with the aid of a steam-tug she was brought to London, arriving at about 7 o'clock on the following morning, the Life-boat accompanying her.

At half-past four on the morning of Sunday, the 23rd October, a coast-guardman, on the look-out near the quiet little seaside town of Clacton, saw a signal rocket fired from the Gunfleet Floating Lightship, which told of a wreck on the Gunfleet Sand and asked for a Life-boat's aid. The man ran for the Freemasons' Life-boat *Albert Edward*, which was stationed here about three years ago by the NATIONAL LIFE-BOAT INSTITUTION, and the crew were got together, and the boat was run down to the beach. The wind and tide were both dead against the boat, which had only oars and sail to propel it, but a steamer was sighted, which proved to be the *Consett* of Sunderland, whose captain kindly towed them as close



to the Sands as he could with safety to his own ship, when he let them go, and they took to their oars. When within about twenty yards of the wreck, on the weather side, they dropped anchor; but a huge roller coming, lifted the wreck and carried it further on to the sand. They were obliged, therefore, to pay out more cable, and were just successful in making connection by a line with the wreck when another roller lifted it and carried it quite out of reach. They had paid out all their cable, and it was therefore a question whether they should abandon the wreck or voluntarily encounter one of the greatest dangers to which a Life-boat is liable—viz. that of destruction by boarding on the windward side, and the crew unanimously, and with a ready courage which is beyond all praise, determined to risk this, in order to attempt the rescue of the foreigners. They therefore let go the cable, and the next roller cast their boat right on to the deck of the vessel, which proved to be the *Madeleine*, of Boulogne, a new steam fishing vessel, with a crew of sixteen hands. After some buffeting, breaking their rudder and an oar, and otherwise damaging their tackle, they were enabled to make fast to the side of the wreck, and the Frenchmen one by one jumped, fell, or were pulled into the boat. One poor boy, starved with the cold wind and drenching spray, fell into the sea, but was rescued with a boat-hook; and one of the men, falling into the sea, just managed to seize the fortunately long beard of one of the crew, and was actually sustained and partly pulled into the boat by this means. The result was that the whole of the sixteen were safely brought to land.

**KINGSDOWNE.**—On the morning of the 15th October, at 8 o'clock, signals of distress were shown from the Norwegian brigantine *Julische*, which had stranded on the Goodwin Sands and become water-logged. About twenty minutes before the Life-boat arrived at the wreck, a vessel was seen to lower her boats and take the crew off. The Life-boat remained by the wreck, and, with the assistance of a lugger and a steam-tug, took her into Dover Harbour.

**BUCKIE, N.B.**—On the morning of the 15th October, while the wind was blowing very hard from the N.N.E., a telegram

was received from the chief officer of Coast-guard at Port Gordon, about two miles to the westward of this place, stating that a vessel, flying signals of distress, was drifting ashore there. The Buckie Life-boat *James Sturm* was at once despatched to the spot by land, and on arriving there was successfully launched through a heavy surf and head wind, and was instrumental in saving the crew of four men from the vessel, which proved to be the schooner *Equestrian*, of Banff, bound from Dingwall to Leven. She had shipped a sea off Lossiemouth, her ballast had shifted, her sails had been blown away, and she was on her beam ends.

**PALLING, NORFOLK.**—During a strong E. wind, with a heavy sea, on the 21st October, a vessel was seen to drive on the beach at Eccles. The Life-boat *Parsee* was promptly taken to the scene of the wreck, and succeeded in rescuing the master, the crew having been previously landed by the rocket apparatus. The vessel proved to be the Swedish barquentine *Maria*, of Gothenburg, from Hernosand to Trouville, with a cargo of deals.

At 7 A.M. on the 30th October, during a strong wind from the N.E. with a heavy sea, signals of distress were shown by the schooner *Ewart*, of Aland, Finland. The *Parsee* Life-boat was at once launched, proceeded to the vessel, and found that she had been ashore on the Hasborough Sands, and had drifted off with loss of rudder and chain, and was full of water. The Life-boat remained by her some time, and eventually a steam-tug arrived, and the vessel was taken into Yarmouth.

**TYNEMOUTH.**—On the 20th October the barque *Iron Crown*, of Liverpool, while entering Tynemouth about midnight, in a tremendous gale from E.S.E. to E. and a very high sea, became unmanageable near the pier ends, and, after narrowly escaping collision with the advanced staging of the south pier, she was driven over to the north and struck the ground outside Tynemouth Haven. Her anchor had been let go before striking. Rockets were fired from the pier, by which four of the crew were with much difficulty landed. In the meantime the *Charles Dibdin* Life-boat was launched, and although she was driven back three times by the seas, she

at length reached the vessel and brought ashore seventeen persons, including the captain's wife. It was afterwards discovered that one of the crew had been left on board, and the Life-boat therefore went off again to the vessel, and brought him ashore.

**BALLYCOTTON, IRELAND.**—At about 5 P.M. on the 21st October, the barque *Gustava*, of Laurvig, Norway, bound from Cardiff to the Baltic *via* Cork, with coal, was seen standing in for Ballycotton Sound. A pilot went off to her in a whale-boat, guided her through the Sound, and brought her to an anchor. The master and crew remained on board, but the wind and sea increasing, they showed signals of distress, in reply to which the *Oliver Goldsmith* Life-boat put off to her and brought her crew of eleven men ashore.

**NEWCASTLE, CO. DOWN.**—The schooner *Florence*, of Belfast, bound to that port from Cardiff with coal, was seen to be running for Dundrum Bay, apparently in distress, during a strong E.S.E. gale and a heavy sea at about 7.30 A.M. on the 22nd October. The *Farnley* Life-boat proceeded to her assistance, and rescued the crew consisting of five men. The vessel had been entirely disabled through loss of sails.

**SKEGNESS, LINCOLNSHIRE.**—On the 23rd October a flash light was observed from a vessel ashore on the Knock Sands. The *Herbert Ingram* Life-boat was launched as soon as possible, the wind blowing a heavy gale from the S.S.E. at the time, accompanied by a very heavy sea. The Life-boat filled three times, two of her oars were broken, and she was driven ashore about two miles south of her station. She was again got on her carriage and was taken by land abreast of the vessel and again launched, three extra men being sent in her to double-man the oars, and succeeded in bringing safely ashore the shipwrecked crew, consisting of ten men. The vessel proved to be the barque *Lom*, of Hudiksväl, Sweden, bound thence to Bilbao, with deals and boards.

**BRANCASTER, NORFOLK.**—On the 23rd October, at about 9 A.M., the barque *Lydia*, of Grimstad, bound from Arendal

to Cardiff with pit props, stranded on Burnham Flats. The *Lily Bird* Life-boat proceeded to her, and found that she had 8 feet of water in her hold, had lost her main topmast, and was in a very dangerous position, her rudder also had been much damaged. The Life-boat remained by her some time, and ultimately, as the water was increasing, took off the crew of fourteen men.

**ST. ANDREW'S, N.B.**—On the 24th October, during a N.E. gale and a heavy sea, the schooner *Louise*, of Frederickstadt, bound thence to Newcastle with barrel staves, drove ashore on the West Sands and became a total wreck. The *Ladies' Own* Life-boat put off to her and rescued the crew, consisting of five men.

**DOUGLAS, ISLE OF MAN.**—During a severe gale on the 29th October the barque *Lebu*, of Liverpool, at anchor about five miles from Douglas Head, hoisted signals of distress, in response to which the Douglas No. 2 Life-boat, the *John Turner Turner*, was at once launched. After some time she was approaching the vessel, when the signal was lowered, and the Boat returned to the harbour, where she grounded. Soon afterwards the distress signal was again hoisted, and the No. 1 Life-boat, the *Manchester and Salford Sunday Schools*, was thereupon launched. After remaining some time by the barque, those on board, numbering fourteen men and two women, were taken into the Boat, which then proceeded towards the harbour.

As she did not make much progress under oars, the men being hampered by the numbers in her, she was put under her foresail, which was double-reefed, and the drogue was used; but thinking that it kept the Boat back too much, it was taken in, and the Life-boat was allowed to run before the sea. They were within a mile of Douglas when a very heavy sea overtook them, raised the stern of the Boat, and buried her port bow, causing her to broach to and capsize, when all on board were thrown into the water. She speedily righted, and nine of her crew, seven sailors, and the two women, regained her; but before the oars could be got out she drifted some distance in the darkness, and could not be pulled to windward to the assistance of the others, who were unfortunately drowned, viz., four Life-

boatmen, the master, and six of the crew of the barque.

The Institution voted the sum of 400*l.* in aid of the local subscription for the relief of the widows and families of the drowned Life-boatmen, in addition to an extra reward to the crew of the Boat.

It will thus be seen that the real cause of this unfortunate accident arose from the Life-boat being struck by a heavy broken sea on her starboard quarter when running before the wind and sea, which forced her lee bow under water, the Boat being heavily laden at the time, on a dark night, when the approach of the waves could not be seen until almost the moment of impact, a combination of causes amply sufficient to account for the disaster. Unfortunately this Life-boat is much the smaller of the two stationed at Douglas, and, undoubtedly, if the master of the *Lebu* had not hauled down his signal of distress, on seeing the first and larger Life-boat on her way in reply to the same, he and his crew would have been safely landed in her before night set in.

### THE IMPROVISATORE.\*

SONGS OF SOCIETY.

"*Man the Life-boat!*"

During the storms of the past year the NATIONAL LIFE-BOAT INSTITUTION contributed to the saving of 1121 lives from various shipwrecks.—*Daily Paper.*

O ALL ye who sit in comfort  
By the brightly-blazing fire,  
Do you ever think of others,  
Whose exertions never tire?  
Do you think of gallant sailors  
On the highway of the seas,  
While you skim the latest novel  
At your leisure and your ease?

Do the shrieking winds of winter  
Bring you home a ghastly tale  
Of the horrors of the tempest  
And the dangers of the gale?  
Do they bear the bitter pleadings  
From the billow-cover'd deck,  
When a gallant ship is fated  
To become a shatter'd wreck?

Do you see, as in a vision,  
That determin'd little band  
Who, in spite of ev'ry danger,  
Launch the Life-boat from the land?  
Do you see them struggle onward,  
Tho' the waves are mountain high,  
Other human lives to succour  
That all otherwise must die?

\* From *Society.*

Do you see them turning shoreward  
With their freight of precious lives—  
Only sons restor'd to mothers,  
And lov'd husbands to their wives?  
Do you hear the cheers that greet them  
As they shoot the harbour bar,  
And bring back their living cargo  
From the sinking ship afar?

Ah, no! ah, no! by most forgotten  
Are the perils of the sea;  
They are not by us remember'd  
As they surely ought to be;  
The piercing, shrieking winds of winter  
Moan around the eaves in vain,  
If they fail to draw a picture  
Of the tempest-driven main!

Now awake, ye tender-hearted,  
For should pity ever sleep?  
Now awake, and give assistance  
To these heroes of the deep!  
Open wide your laden purses,  
And pour forth the yellow gold—  
I am pleading for the Life-boats  
And their crews so brave and bold!

E. O.

### SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 1st September, 1881.

Sir EDWARD PERROTT, Bart., *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.

Also the Report of the Chief Inspector of Life-boats of the Institution on his visits to Penmon, Aberystwith, and Penarth.

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

1. Weymouth, Kimeridge, Swanage, Poole, Brighthorne, Brooke, and Kingsgate.
2. Looe, Fowey, Mewagissey, Portloe, Falmouth, Porthoustock, Cadgwith, Lizard, Mullion, Porthleven, and Penzance.
3. Blackrock, Giles' Quay, Drogheda (two Boats), Balbriggan, Skerries, Castletown, Douglas (two Boats), Ramsey, Sillith, and Maryport.
4. Girvan, Kirkcudbright, Whithorn, Port Logan, Port Patrick, Ballantrae, Ayr, Troon, Irvine, and Ardrossan.
5. Hartlepool (three Boats), West Hartlepool (two Boats), Seaton Carew, Middlesborough, Redcar, Saltburn, Staithes, Runswick, Uppang, Whitby (two Boats), Filey, Scarborough, Flamborough (two Boats), and Hornsea.

Reported the receipt of a contribution of 600*l.* from Mrs. SYMES, of Ballybrack, to defray the cost of a Life-boat, as an affectionate tribute to the memory of her late husband, Commander A. S. SYMES, R.N., the Boat to be named after him the *Aaron Stark Symes*.

Decided that Mrs. SYMES be thanked for her munificent gift, and that it be appropriated to the new Life-boat about to be sent by the Institution to Poolbeg, in Dublin Bay.

Reported also the receipt of the following

other Special Contributions since the last meeting:—

	£	s.	d.
Rev. W. B. KENNAWAY . . . . .	25	0	0
COSMO ROMILLY, Esq. . . . .	10	10	0
BACUP CO-OPERATIVE STORE, LIMITED (additional) . . . . .	10	0	0
Lewisham High Road Congregational Church Sunday School, per Mr. R. HARRY . . . . .	1	15	0

—To be severally thanked.

Reported that the late W. N. RUDGE, Esq., of South Audley Street, had left the Institution a Legacy of 1000*l.*, duty free.

Reported that the new Life-boat for Branton, North Devon, had been forwarded to its Station, and that it was successfully inaugurated at Barnstaple on the 22nd August, in the presence of a large number of persons, the ceremony of naming the Boat being performed by Lady SUSAN FORTESCUE.

Paid 45*l.* 0*s.* 6*d.*, for sundry charges on various Life-boat Establishments.

Voted 100*l.* 17*s.* 0*d.* to pay the expenses of the Rhyl No. 2, Pakefield No. 1, Rye, Caister No. 1, Looe, Fraserburgh, Cruden, and Runswick Life-boats, in rendering the following services:—

	Lives Saved.
Schooner <i>William</i> , of Liverpool . . . . .	6
Brigantine <i>Bertha</i> , of Rye . . . . .	6
Brigantine <i>Lina</i> , of Aland . . . . .	8
Barque <i>Stratheden</i> , of Dundee . . . . .	12
Ketch <i>Lion</i> , of Exeter . . . . .	1
Fishing-boats at Fraserburgh, and Cruden, rendered assistance.	
Schooner <i>Zipporah</i> , of Scarborough . . . . .	2
Staithes fishing-boat, rendered assistance.	

[Brief particulars of these services are given on pages 451-2.]

Voted also 118*l.* 16*s.* 0*d.* to pay the expenses of the Life-boats at Barmouth, Winterton, Rye, New Brighton, Wexford, Montrose, Kessingland, Winchelsea, Banff, and Caister, in assembling their crews or putting off to the assistance of vessels which did not ultimately need their aid.

The Ramsgate and Eyemouth Life-boats had also been taken out, but their services were not eventually needed.

Read letter from the Rev. T. W. MANNING, Honorary Secretary of the Carnsore Branch, stating that the Spanish Government had awarded Silver Medals to the crew of the Carnsore Life-boat in recognition of their gallant services in saving the crew of the wrecked Spanish Brigantine *Paquete de Terranova* on the 25th September, 1875.

Voted the Silver Medal, a copy of the vote inscribed on vellum, and 2*l.*, to Mr. JAMES TURNER, Chief Officer of H.M. Coastguard at Leysdown, Kent, and 2*l.* each to four of his men, for putting off at great risk in the Coastguard gig, and bringing safely ashore at Bishopstone—fourteen miles distant from Leysdown—the crew of six men of the steam launch *Edith*, of London, who had taken to their boat, the launch having sunk off Warden Point, Isle of Sheppy, during squally weather and in a heavy sea, on the 31st July.

Also 5*l.* to the crew of the yawl *Dart*, of Palling, Norfolk, for putting off and bringing ashore the crew, consisting of seven men, of the Brigantine *Georges*, of Dunkirk, which had been in collision with the barque *Clodian*, and had sunk, during a fresh W.N.W. wind and squally weather, on the 11th August.

Also 1*l.* to three men for putting off in a boat from Groomsport, Co. Down, during a fresh W.N.W. gale, and rescuing two boys who while out in a fishing punt had been overtaken by the gale, and were being driven out to sea, on the 10th August.

Also 1*l.* to four men of Portrush, Co. Antrim, for putting off in a boat and bringing safely ashore another boat containing a man and three children, which was in a dangerous position off Portrush, during a strong Easterly wind on the 25th August.

THURSDAY, 6th October.

THOMAS CHAPMAN, Esq., F.R.S., V.P., Chairman of the Institution, in the Chair.

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

Also the Report of the Chief Inspector of Life-boats on his recent visits to Penmon, Aberystwith, St. Bride's Bay, Littlehaven, Broadhaven, Goldtrop, Cardigan, and Penarth.

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

1. Rye and New Romney.
2. Branton, Appledore (two Boats), Clovelly, Morte, Ilfracombe, Lynmouth, Scilly, Sennen Cove, St. Ives, Hayle, Newquay, and Padstow.
3. Whitehaven, Seascale, Piel, Fleetwood, Blackpool, Lytham, Southport, New Brighton (two Boats), and St. Anne's.
4. Kildonan, Stromness, Longhope, Thurso, Huna, Ackergill, Southend, and Campbelltown.
5. Bridlington, Withernsea, Wells, Blakeney, Sheringham, Cromer, Hunstanton, Brancaster, Bacton, Mundesley, Hasborough, Palling (two Boats), Winterton (two Boats), Caister (two Boats), Yarmouth (two Boats), Gorleston, and Robin Hood's Bay.

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

	£.	s.	d.
The Committee of the National Fisheries Exhibition, Norwich . . . . .	25	0	0
W. B. MOORE, Esq., Belsize Park Gardens, per W. H. HARTON, Esq., V.P. . . . .	21	0	0
Collected on board the Allan Line S.S. <i>Manitoba</i> , per CAPTAIN MCNICOL, additional . . . . .	2	8	7
Offertory at Harby Church, Melton Mowbray, on Sunday, 4th Sept., per Rev. M. O. NORMAN, additional . . . . .	1	10	0

—To be severally thanked.

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

	£.	s.	d.
The late JOHN BURLEY, Esq., of Halifax . . . . .	260	0	0
The late Mr. EDWARD BAX, of Cockspar Street . . . . .	100	0	0

Reported the transmission to their Stations of the Rye, St. Anne's, Robin Hood's Bay, and Poolbeg new Life-boats.

Each Boat was successfully launched at its Station in the presence of a large number of spectators.

The South-Eastern Railway Company had kindly taken the new Life-boat to Rye, and brought back the old one to London, free of charge.

—To be thanked.

Voted the thanks of the Committee to T. B. WILLIAMS, Junr., Esq., JOHN MORGAN, Esq., Mr. R. HICKS, and Mr. E. D'ALTON, in acknowledgment of their past kind co-operation as Honorary Secretaries, respectively, of the St. Ives, Cardigan, Newquay (Cornwall), and Howth (Ireland) Branches of the Institution.

Read, letter from Her Majesty's Principal Secretary of State for the Home Department, of the 30th September, stating that a Return was being prepared for the House of Commons of all deaths by drowning, and lives saved from drowning in the United Kingdom in 1880, and requesting that the Institution would favour the department with a Return of the lives saved through its instrumentality in that period, together with suggestions for the prevention of loss of life. *Decided, that this information be supplied to the Home Office. (Vide, page 442.)*

Paid 3049*l.* 11*s.* 10*d.*, for sundry charges on various Life-boat establishments.

Voted 47*l.* 12*s.* 6*d.* to pay the expenses of the Hartlepool No. 3, Tyrella and Hasborough Life-boats in rendering the following services:—

	Lives saved.
Brigantine <i>John Wesley</i> , of Seaham . . . . .	5
Barque <i>Gertrude</i> , of Liverpool . . . . .	13
S.S. <i>Ludworth</i> , of London . . . . .	8

The Penzance and Caister No. 2 Life-boats had also rendered the following services:—

	Lives saved.
Barquentine <i>Neilly</i> , of Bridgwater, saved vessel and . . . . .	6
Dandy <i>Triton</i> , of Yarmouth, assisted to save vessel and . . . . .	6

[Detailed accounts of these Services will be found on pages 452-3.]

Voted also 127*l.* 7*s.* 0*d.* to pay the expenses of the Dungarvan, Broadstairs, Deal, Clacton-on-Sea, Cadgwith, Walmer, Scarborough, Peterhead, West Hartlepool No. 1, Palling No. 1, and Hythe Life-boats in assembling their crews or putting off in reply to signals of distress shown by vessels which did not ultimately need the aid of the Life-boats.

The Ramsgate and Lizard Life-boats had also been taken out, but their services had not eventually been required.

Voted the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum, to Mr. W. J. CUMISKY, Hon. Secretary of the Balbriggan, co. Dublin, Branch of the Institution; the thanks of the Institution inscribed on vellum to Mr. THOMAS BOYD, chief officer of H. M. Coastguard at Balbriggan, and 10*l.* to that officer and five of his men for putting off at great risk in the Coastguard

Life-boat and saving five persons from the brig *Endeavour*, of Whitehaven, which went ashore outside Balbriggan Harbour during a strong gale from the S.S.E., and in a heavy sea, on the 25th August.

Also 1*l.* 10*s.* to the chief officer of H. M. Coastguard Station at Looe, Cornwall, and five of his men, for putting off in the Coastguard Life-boat and saving one man from the ketch *Lion*, of Exeter, which was capsized off Down-derry, during a moderate S.S.W. gale, on the 29th August.

Also 2*l.* 10*s.* to four Coastguard-men and a fisherman, for putting off at great risk in the whale-boat belonging to the *Down-derry*, Cornwall, Coastguard Station, with the view of helping the crew of the ketch *Lion*.

Also 1*l.* to two men for rescuing two women, whose boat, while returning ashore laden with seaweed, had sunk between the Black Rocks and Ballywhorisk Strand, co. Donegal, on the 8th August.

THURSDAY, 3rd November.

Sir EDWARD PERBOTT, Bart., 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 the lamented death, on the 12th October, of GEORGE LYALL, Esq., V.P., Deputy Chairman, and Trustee of the Institution.

The Committee expressed their deep sympathy with Mrs. LYALL and members of her family in their heavy bereavement.

(*Vide Life-boat Journal* for November last, No. 122, p. 430, for a brief memoir of Mr. LYALL.)

The Committee unanimously elected The Right Hon. Earl PERCY, M.P., a Trustee of the Institution.

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

1. Kingsgate, Selsey, Chichester, Hayling Island, Bembridge, Brightstone, Brooke, Guernsey, Alderney, and Southend.
2. Port Isaac, Bude, Burnham, Rhyl (two Boats), Llanddulas, Llandudno, Holyhead, Rhoscelyn, and Rhosneigr.
3. St. Anne's, and Newcastle (Dundrum Bay).
4. Peterhead, Fraserburgh, Whitelink Bay, Banff, Buckie, Lossiemouth, Moray Firth, Cruden, and Newburgh.
5. Robin Hood's Bay, Lowestoft, Pakefield (two Boats), Kessingland (two Boats), Southwold (two Boats), Dunwich, Aldborough, Thorpe, Harwich, and Clacton-on-Sea.

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

	£.	s.	d.
G. BUCKSTON BROWN, Esq., Halifax (additional) . . . . .	400	0	0
CHARLES WHEELLEY LEA, Esq., Worcester . . . . .	100	0	0

	£.	s.	d.
Mrs. ANNE GOMONDE, Pau (additional)	20	0	0
Collected at the Railway Clearing House, per H. TURNER, Esq. (additional)	2	7	6
Portion of Harvest Thankoffering from the parish of Newton-by-Sudbury, per Rev. REGINALD SMITH (additional)	1	0	0

—To be severally thanked.

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

	£.	s.	d.
The late JAMES N. PATERSON, Esq., of Edinburgh	1000	0	0
The late HENRY DODD, Esq., of Rotherfield, Sussex (duty free)	500	0	0
The late Mr. CHARLES PACKER, of Regent Street (duty free)	100	0	0
The late JOHN POLLARD, Esq., of Holker Cartmel, Lancaster	50	0	0

Decided, on the application of the local residents, and the recommendation of the Inspector of Life-boats, to form a Life-boat Station at Bamburgh, Northumberland.

Also that the thanks of the Committee be presented on their retirement to J. PATERSON, Esq., and T. SMITH, Esq., in acknowledgment of their kind co-operation as Honorary Secretaries respectively of the Isle of Arran and Southend branches of the Institution.

Paid 2383*l.* 1*s.* 6*d.* for sundry charges on various Life-boat establishments.

Voted 898*l.* 8*s.* 6*d.* to pay the expenses of the Douglas No. 1, Torquay, Skerries, Deal, Ramsey, Clacton, Holyhead, Ballywalter, St. Andrew's, Pembrey, Skegness, Burnham, Palling No. 1, Winterton No. 2, Tynemouth No. 1, Howth, Appledore No. 1, Moelfre, Southend (Essex), Porthdinllaen, Padstow, Kessingland No. 1, Groomport, Portmadoc, Bembridge, Buckie, Ballycotton, Newcastle (Dundrum), Castletown, Harwich, and Brancaster Life-boats in rendering the services detailed on pages 439-40.

Voted also 223*l.* 6*s.* to pay the expenses of the Hythe, Braunton, Giles' Quay, Banff, Hornsea, Padstow, Pakefield No. 1, Plymouth, Poolbeg, Saltburn, Swansea, Brancaster, St. Anne's, Donna Nook, Cresswell, Montrose, Thorpe, Blackrock (Dundalk), Arbroath, Ardmore, Broughty Ferry, Moray Firth, Douglas No. 2, and Skerries Life-boats, in assembling their crews, or putting off in reply to signals of distress exhibited by vessels which did not eventually require the services of the Life-boats.

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

Voted the Silver Medal of the Institution accompanied by a copy of the vote inscribed on vellum, to Mr. JOHN BROWN, coxswain of the Newbiggin Life-boat, in recognition of his long and gallant services in the Life-boat, and particularly on the occasion of the rescue of the crew of four men from the ss. *Northumberland*, of Newcastle, during a very heavy gale, on the 14th October.

Also the Silver Medal of the Institution, and a copy of the vote inscribed on vellum, to Mr. ROBERT LEGERTON, coxswain of the Clacton Life-boat, in recognition of his general gallant services, and particularly on the occasion of the rescue, by the Life-boat, of the crew of sixteen men of the lugger *Madeleine*, of Boulogne, which was wrecked on the Gunfleet Sands on the 23rd October.

Also the thanks of the Institution, inscribed on vellum, to Captain H. M. TODD, master of the s.s. *Conssett*, of Sunderland, in acknowledgment of his valuable and prompt services in towing for several hours the Clacton Life-boat on the last-mentioned occasion, thus contributing, by his timely help, to the rescue of the lugger's crew.

Also 3*l.* to five men, for putting off in a boat and saving the crew of two men from the schooner *Rose*, of Liverpool, which was wrecked off Holyhead during very stormy weather on the 14th October.

#### THURSDAY, 1st December.

The Chairman of the Institution in the Chair.

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

The Committee unanimously elected EDWARD BIRKBECK, Esq., M.P., V.P., the Deputy Chairman of the Committee of Management.

Read and approved the Report of the Chief Inspector of Life-boats on his recent visits to Liverpool, New Brighton, York, Hartlepool, and West Hartlepool.

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

1. Worthing, Shoreham, Brighton, Newhaven, Eastbourne, Hastings, Lydd, Winchelsea, Hythe, Dover, and Deal.
2. Cemlyn, Porthdinllaen, Abersoch, Cemaes, Llanddwyn, Moelfre, Bull Bay, Penmon, Portmadoc, Barmouth, Aberdovey, Newquay, Cardigan, and Fishguard (two Boats).
3. Howth, Skerries, Ardmore, Youghal, Ballycotton, and Queenstown.
4. St. Andrews, Buddon Ness, Broughty Ferry, Arbroath, Montrose (two Boats), Gourdon, Stonehaven, North Berwick, Anstruther, and Dunbar.
5. Cleethorpes, Skegness, Chapel, Sutton, Theddlethorpe, Donna Nook, Hartlepool (three Boats), West Hartlepool (two Boats), and Seaton Carew.

Reported the receipt of a contribution of 1000*l.* from Mrs. HUGHES, of Tooting, to defray the cost of a Life-boat Establishment, the Boat to be named the "*Graham Hughes*."

Decided that Mrs. HUGHES be thanked for her munificent gift.

Also the receipt, through Captain RAWSON, R.N., of H.M.S. *Minotaur*, of 417*l.* 8*s.* 8*d.* on behalf of the *Heyland* Life-boat, which is to be placed at Palling, on the Norfolk coast, as a memorial of the late Lieutenant HEYLAND, R.N., who perished while nobly attempting to

save a scaman who had fallen overboard from his ship.

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

	£.	s.	d.
The Langham Life-boat Fund, per the Langham Hotel Company Limited (on account)	223	16	6
C. R. FLETCHER LUTWIDGE, Esq., on account of his special fund for a Life-boat to be named the <i>Admiral Lutwidge</i>	150	0	0
Independent Order of Odd Fellows (M.U.), in aid of the support of the <i>Manchester Unity</i> Life-boat at Cleethorpes, annual subscription	50	0	0
Offertory and Collection in Hadnall Church, Salop, on Sunday, the 6th November, per Rev. BROOKE C. MORTIMER, additional	12	15	8

—To be severally thanked.

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

	£.	s.	d.
The late Miss ANN EDGELL, of Alnwick, for two Life-boats	1000	0	0
The late Mrs. CAROLINE COLLIER, of Montpelier Square	302	6	0
The late Admiral H. E. COFFIN, of Caversham, Oxford	100	0	0
The late J. LE CAPELAIN, Esq. of Highgate (duty free)	100	0	0

Voted the thanks of the Committee to EGERTON ISAACSON, Esq., and WILLIAM MILBURN, Esq., in acknowledgment of their past valuable co-operation as Honorary Secretaries, respectively, of the Margate and Sunderland Branches of the Institution.

Paid 1715*l.* 1*s.* 3*d.* for sundry charges on various Life-boat establishments.

Voted 159*l.* 11*s.* 2*d.* to pay the expenses of the Buddonness, Dunbar, Hauxley, Douglas No. 2, Selsey, Ayr, Troon, Thurso, Peterhead, Poolbeg, Bembridge, Plymouth, and Tynemouth Life-boats for rendering the services detailed on page 440.

Voted 236*l.* 1*s.* 4*d.* to pay the expenses of the Broughty Ferry, Holy Island, Penarth, St. Andrew's, Holyhead, Maryport, Penmon, Newhaven, Kingstown, Winterton No. 2, Ramsey, Ardrossan, Caister No. 1, Hayling Island, and Llanddulas Life-boats in either assembling their crews or putting off in reply to signals of distress shown by vessels which did not ultimately need the assistance of the Life-boats.

Voted the Silver Medal of the Institution to Lieut. A. J. LINDSAY, R.A., in acknowledgment of his prompt and gallant conduct in volunteering his services and forming one of the crew of the Poolbeg Life-boat when that Boat put off with the view of rendering assistance to the crew of the ship *George H. Oulton*, of St. John, N.B., which had stranded on the North Bull, Clontarf, on the 22nd October.

Also the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum, to Mr. H. WILLIAMS, coxswain of the

Kingstown Life-boat, in recognition of his long and gallant services in the Life-boat, and particularly at the wreck of the ship *George H. Oulton*, of St. John, N.B., during a heavy gale from the S.E. on the 31st October.

Also the thanks of the Institution inscribed on vellum to Mr. SAMUEL LAKE and to Mr. C. H. WOODHOUSE, of Milford, and 2*l.* to their boat's crew of six men, for putting off in a boat at considerable risk and saving a man from a coal hulk which was moored off Milford during a strong W.N.W. wind on the 14th October.

Also 6*l.* 10*s.* to ten men for saving eight persons on the occasion of the wreck of the s.s. *Cyprian*, of Liverpool, at Rhosgor, Carnarvonshire, during a heavy N.W. gale on the 14th October.

Also 6*l.* to twelve men for putting off in a fishing boat and saving five of the crew of the lugger *Twelve Apostles*, of Auray, France, which was in distress off Ballinagoul, co. Waterford, during a S.E. gale on the 22nd October.

Also 6*l.* to the crews of the Ardrossan Harbour steam-tug and a shore boat, for rescuing three of the crew of the barque *Annetta*, of that port, which was wrecked on Horse Island during a severe gale on the 21st November.

Also 4*l.* 10*s.* to eight men for going off in a boat to the rescue of the crew of the stranded smack *George and Elizabeth*, of Bideford, at Tiberna, co. Wexford, during a moderate E.S.E. gale on the 24th October.

Also 3*l.* to five Coastguard men at Cloghy, co. Down, for putting off in the Coastguard whale-boat and rescuing the crew of four men from the schooner *Stewarts*, of Carrickfergus, which had stranded in Cloghy Bay during a strong gale from the S.E. by S. on the 19th October.

#### CIVIL SERVICE LIFE-BOAT FUND.

At the annual meeting of the Committee, held on the 10th Jan., at the General Post Office, the Honorary Secretary, Mr. CHARLES DIBDIN, F.R.G.S., reported that the Fund had experienced more than usual prosperity during the past year, in which the number of the subscribers had reached 5538, a large increase on the numbers of previous years; that since the publication of the last Report the Committee had handed to the National Institution, in addition to a subscription of 100*l.*, the sum of 1000*l.*, for the endowment of the second Civil Service Life-boat, *Charles Dibdin*, which saved eighteen lives off Tynemouth in October last. It was further stated that the Committee desired to raise the necessary funds for the endowment of their third Life-boat at Port Patrick, in order that the Institution may thereby be relieved of any expense in future in connection with the boats presented by the Fund, Civil Service No. 1, at Wexford, having been endowed in 1879. The boats of the Fund have, up to the present time, attended twenty-seven wrecks, saved five vessels and 149 lives.

**NOTICE.**—The next number of the *Life-boat Journal*, containing the Annual Report, &c., will be published on the 1st May next.

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

## Services of the Life-boats of the Institution in 1881.

<i>Agnes</i> , schooner, of Llanely . . . . . 5	<i>Frances Marie</i> , sch. of Nantes . . . . . 5	<i>Minnie Coles</i> , sch., of Southamp- ton—assisted to save vessel and . . . . . 5
<i>Albion</i> , schooner, of Southampton . . . . . 4	<i>Fraserburgh</i> fishing boats—ren- dered assistance. . . . .	<i>Mischief</i> , schooner, of Rye . . . . . 4
<i>Aldebaran</i> , schooner, of Laurvig —assisted to save vessel and . . . . . 5	<i>Ganges</i> , ship, of London . . . . . 32	<i>Miss Beck</i> , schooner, of Carnarvon . . . . . 5
<i>Alecto</i> , barque, of Malta—re- mained by vessel. . . . .	<i>George and Mary</i> , schooner, of Barrow . . . . . 5	<i>Neath Trader</i> , smack, of Newport . . . . . 3
<i>Angostura</i> , barque, of Hamburg —saved vessel and . . . . . 17	<i>George H. Oulton</i> , ship, of St. John's, N.B. . . . . 27	<i>Neilly</i> , barquentine, of Bridgwater —saved vessel and . . . . . 6
<i>Annie Marie</i> , schooner, of Krageroe . . . . . 3	<i>Georgina</i> , brig., of Portmadoc . . . . . 6	<i>New Eagle</i> , sloop, of Grimsby . . . . . 2
<i>Attila</i> , ship, of Newcastle—ren- dered assistance. . . . .	<i>Germania</i> , ss., of Middlesborough —assisted to save vessel & crew . . . . . 17	<i>Niels</i> , Swedish schooner . . . . . 5
<i>August</i> , barque, of Sundswall, Sweden, assisted to save vessel & 18	<i>Gertrude</i> , barque, of Liverpool . . . . . 13	<i>Norma</i> , ss., of Bergen . . . . . 11
<i>August</i> , brig, of Barth . . . . . 7	<i>Gerouse</i> , ss., of London—assisted to save vessel and . . . . . 19	<i>Norman</i> , ss., of London . . . . . 11
<i>Aurora</i> , sloop, of Boston . . . . . 3	<i>Gleaner</i> , schooner, of Garston . . . . . 3	<i>North Wales</i> , barque, of London . . . . . 21
<i>Ballywalter</i> , fishing boat . . . . . 2	<i>Glenwilliam</i> , ss., of Barrow—re- mained by vessel. . . . .	<i>Northumberland</i> , ss., of New- castle . . . . . 4
<i>Baron van Pallandt</i> , barque . . . . . 11	<i>Golden Island</i> , sch., of Belfast . . . . . 4	<i>Ocean</i> , schooner, of Goole, assisted to save vessel and . . . . . 4
<i>Bell</i> , boat, Ballywalter, saved boat.	<i>Grasshopper</i> , schooner, of South- ampton . . . . . 6	<i>Ocean Monarch</i> , brig, of Guernsey —assisted to save vessel and . . . . . 9
<i>Bertha</i> , brigantine, of Rye . . . . . 6	<i>Gustava</i> , barque, of Laurvig . . . . . 11	<i>Olive Branch</i> , barge, of Harwich, assisted to save vessel and . . . . . 2
<i>Berwick-on-Tweed</i> fishing boats, saved two boats and . . . . . 9	<i>Gyda</i> , brig, of Swendsall . . . . . 4	<i>Oscar</i> , schooner, of Leth . . . . . 7
<i>Bessie Whinery</i> , brigantine, of Maryport—saved vessel and . . . . . 6	<i>Harmonie</i> , schooner, of Mandel . . . . . 5	<i>Pampero</i> , barque, of Swansea— assisted to save vessel and . . . . . 14
<i>Black Cat</i> , fishing smack—saved vessel and . . . . . 2	<i>Hasselo</i> , brigantine, of Haguesund . . . . . 8	<i>Peace</i> , dandy, of Lowestoft— saved vessel and . . . . . 5
<i>Blue Jacket</i> , schooner, of Beau- maris, saved vessel and . . . . . 3	<i>Holy Island</i> fishing cibles—ren- dered assistance. . . . .	<i>Queen of the Uak</i> , brigantine, of Whitehaven . . . . . 5
<i>Bramsty</i> , brig., of Whitehaven . . . . . 4	<i>Houth</i> , pleasure boat—saved boat and . . . . . 4	<i>Ranee</i> , ss., of Bristol . . . . . 5
<i>Brasilian</i> , ss., of Barrow—ren- dered assistance. . . . .	<i>Indian Chief</i> , ship, of Liverpool . . . . . 12	<i>Red Wharf</i> , fishing boat of . . . . . 3
<i>Breton</i> , schooner, of Fowey . . . . . 5	<i>Ingerid</i> , Dutch ss. . . . . 7	<i>Reine de Cœur</i> , schooner, of Nantes . . . . . 6
<i>Bristol Packet</i> , ketch, of Newport, Mon.—remained by vessel.	<i>Innis Fail</i> , brig, of Dublin—ass- isted to save vessel and . . . . . 8	<i>Retriever</i> , ss., of Montrose—ren- dered assistance. . . . .
<i>Brixham</i> pilot gig—remained alongside. . . . .	<i>Iris</i> , barque, of Gefle . . . . . 12	<i>Rosa Josephs</i> , sch., of St. Vaast . . . . . 5
<i>Broomhill</i> , ss., of Dundee . . . . . 19	<i>Iron Crown</i> , barque, of Liverpool . . . . . 18	<i>Rosita</i> , Spanish schooner . . . . . 11
<i>Brothers</i> , ketch, Tenby . . . . . 4	<i>James Innes</i> , smack, of St. Mon- ance, Fife . . . . . 6	<i>Ruby</i> , sloop, of Goole—assisted to save vessel and . . . . . 2
<i>Butcher</i> , barge, of Rochester . . . . . 2	<i>J. M. Harris</i> , brigantine, of Dublin . . . . . 3	<i>Runswick and Staltheis</i> fishing cibles—rendered assistance. . . . .
<i>Caduceus</i> , barque, of North Shields 10	<i>John Green</i> , schooner, of Drogheda . . . . . 5	<i>St. Anne</i> , lugger, of Nantes . . . . . 7
<i>Cambria</i> , schooner, of Thurso . . . . . 2	<i>John Wesley</i> , brigantine, of Seaham . . . . . 5	<i>Sans Georg</i> , barque, of Rostock— assisted to save crew . . . . . 12
<i>Castlemaine</i> , ship, of Liverpool . . . . . 25	<i>Julie Easche</i> , brigantine—assisted to save vessel. . . . .	<i>Scud</i> , smack, of Yarmouth . . . . . 9
<i>Catherine</i> , smack, of Ramsgate . . . . . 5	<i>Jupiter</i> , barque, of Liverpool . . . . . 18	<i>Shamrock</i> , dandy, of Hull . . . . . 5
<i>Cavalier</i> , schooner, of Lossiemouth . . . . . 5	<i>Kyantie</i> , schooner, of Guernsey— assisted to save vessel and . . . . . 7	<i>Shannon</i> , schooner, of Liverpool— rendered assistance. . . . .
<i>Chin Chin</i> , barque, of Jersey . . . . . 5	<i>Laura</i> , barque, of Grimstadt . . . . . 14	<i>Shield</i> , brigantine, of Christiansund —rendered assistance. . . . .
<i>Claremont</i> , steamer, of Newcastle . . . . . 10	<i>Laura Fell</i> , ss., of London, as- sisted to save vessel and . . . . . 7	<i>Sophia Holten</i> , dandy, of Plymouth . . . . . 2
<i>Constance</i> , schooner, of Swansea . . . . . 6	<i>Lebu</i> , barque, of Liverpool . . . . . 9	<i>Star of Peace</i> , of Montrose—ass- isted to save vessel and . . . . . 6
<i>Cruden</i> fishing boats—rendered assistance. . . . .	<i>Lina</i> , brigantine, of Aland . . . . . 8	<i>Stratheden</i> , barque, of Dundee . . . . . 12
<i>Cullercoats</i> fishing cible—ren- dered assistance. . . . .	<i>Lion</i> , ketch, of Exeter . . . . . 1	<i>Tal y fan</i> , screwfloat, of Liverpool . . . . . 4
<i>Danube</i> , brigantine, of Guernsey —remained by vessel. . . . .	<i>Lively</i> , fishing cible, of Redcar . . . . . 2	<i>Teignmouth</i> fishing boats—saved two boats and . . . . . 2
<i>Darragh Beg</i> , ss., of Douglas, I.M. . . . . 3	<i>Lizzie</i> , ketch, of Bridgwater . . . . . 4	<i>Thomas</i> , ketch, of Lynn . . . . . 8
<i>Dayspring</i> , brig., of Liverpool . . . . . 1	<i>Lizzie</i> , schooner, of Fowey—ren- dered assistance. . . . .	<i>Time</i> , ketch, of Goole . . . . . 4
<i>Dorothy &amp; Mary</i> , schooner, of Newcastle, saved vessel and . . . . . 4	<i>Lom</i> , barque, of Hudiksva . . . . . 10	<i>Trafalgar</i> , ss., of London . . . . . 23
<i>Eliza Emma</i> , brig, of Shoreham . . . . . 6	<i>Louise</i> , sch., of Frederickstadt . . . . . 5	<i>Triton</i> , dandy, of Yarmouth—ass- isted to save vessel and . . . . . 6
<i>Ellen</i> , smack, Orme's Head—saved vessel. . . . .	<i>MacDuff</i> , ship, of Glasgow—ren- dered assistance. . . . .	<i>Two Brothers</i> , ketch, of Bridg- water . . . . . 3
<i>Ellen Vair</i> , schooner, assisted to save vessel. . . . .	<i>Madeleine</i> , lugger, of Boulogne . . . . . 16	<i>Udea</i> , ss., of Llanely . . . . . 10
<i>Equestrian</i> , schooner, of Banff . . . . . 4	<i>Magdalen</i> , boat, of Montrose . . . . . 6	<i>Visitor</i> , Brig, of Whitby . . . . . 6
<i>Equity</i> , schooner, of Boston—ass- isted to save vessel and . . . . . 7	<i>Manne de Ciel</i> , French ketch . . . . . 4	<i>William</i> , schooner, of Dublin . . . . . 2
<i>Eulalia</i> , schooner, of Dumfries . . . . . 4	<i>Margaret</i> , barque, of Belfast . . . . . 15	<i>William</i> , schooner, of Liverpool . . . . . 6
<i>Eward</i> , schooner, of Aland, Fin- land—rendered assistance. . . . .	<i>Maria</i> , barge, of Rochester . . . . . 2	<i>Yorkshire Lass</i> , ketch, of Boston . . . . . 3
<i>Excelsior</i> , barque, of Laurvig . . . . . 13	<i>Maria</i> , brig, of Hartlepool . . . . . 6	<i>Young Henry</i> , smack, of Yar- mouth, remained by vessel. . . . .
<i>Excelsior</i> , German barque—re- mained by vessel. . . . .	<i>Marinora</i> , barque, of Copenhagen . . . . . 8	<i>Zipporah</i> , schooner, of Scarborough . . . . . 2
<i>Favorite</i> , schooner, of Quimper . . . . . 4	<i>Mary</i> , barquentine, of Gothenburg . . . . . 1	
<i>Feba</i> , barque, of Genoa—assisted to save vessel and . . . . . 14	<i>Mary Cook</i> , of Campbelltown . . . . . 2	
<i>Fiddle</i> , brig, of Marstrand, assisted to save vessel and . . . . . 6	<i>Mary Stuart</i> , barque—rendered assistance. . . . .	
<i>Fishguard Lass</i> , of Abersoch . . . . . 3	<i>Matilda</i> , brig, of Gothenberg— rendered assistance. . . . .	
<i>Flora</i> , brigantine, of Swansea . . . . . 5	<i>Matilda Bilyard</i> , barque, of Greenock—rendered assistance. . . . .	
<i>Florence</i> , schooner, of Belfast . . . . . 5	<i>Menodora</i> , brigantine, of Hartie- pool . . . . . 6	
	<i>Milca</i> , barque, of Fiume, re- mained by vessel. . . . .	
		<b>Total lives saved by Life-boats in 1881, in addition to Thirty- three vessels . . . . . 966</b>
		<b>During the same period the Insti- tution granted rewards for saving lives by fishing and other boats 155</b>
		<b>Total of lives saved } 1121 in 1881 . . . . . }</b>

The number of lives saved either by the Life-boats of the Institution, or by special exertions for which it has granted rewards, since its formation, is 28,724.

Donations and Annual Subscriptions are thankfully received by the Bankers of the Institution, Messrs. COULTS AND CO., 59 Strand; Messrs. HERRIES, FARQUHAR, AND CO., 16 St. James's Street; Messrs. HOARE, 37 Fleet Street, London; by all the other Bankers in the United Kingdom; by all the Life-boat Branches; and by the Secretary at the Institution, 14 JOHN STREET, ADLPHI, LONDON, W.C.—February 1, 1882.