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THE GREAT INTERNATIONAL FISHERIES EXHIBITION, 1883.

SINCE the great International Exhibition of 1851, promoted by the late lamented and ever-to-be-remembered PRINCE CONSORT, and carried to a successful termination under his auspices, there have been many such exhibitions in this and other countries. All of them have been of the most interesting and beneficial character, bringing together for comparison, imitation, and acquirement of useful knowledge, the various natural products and manufactures of the world, for the mutual benefit of all civilized nations.

But, besides these great displays, there have been intermediate technical exhibitions, confined to a specific subject, such as the late highly interesting Electric Exhibitions at Paris and London, and that held in April last at the Agricultural Hall, in London, mainly of articles designed to save or preserve human life.

Amongst the most interesting and useful of this class of Exhibitions have been the International Fisheries Exhibition at Berlin, in 1880, the National Fisheries Exhibition at Norwich, in 1881, and that at Edinburgh in the present year.

So great indeed was the public interest felt in the Norwich Exhibition, that those gentlemen who had taken an active part in organising and carrying it out—prominent amongst whom was Mr. EDWARD BIRKBECK, M.P. for North Norfolk—decided at a private meeting to exert themselves to bring about a "Great International Fisheries Exhibition" in London.

The immediate result of that decision was that a large and influential meeting was held at Fishmongers' Hall in August, 1881, presided over by the MARQUIS OF EXETER, at which it was resolved that such an exhibition would be of the greatest benefit and importance to fishing industries throughout the world; a General and an Executive Committee were formed. Her Majesty THE QUEEN graciously consented to give her name as Patron; H.R.H. the PRINCE OF WALES accepted the office of President; and their Royal Highnesses the DUKES of EDINBURGH, CONNAUGHT, ALBANY, PRINCE CHRISTIAN, H.S.H. the DUKE of TECK, and also the leading members of the present and late Governments, and many other influential noblemen and gentlemen were nominated Vice-Presidents.

Subsequently, after bestowing long and anxious consideration, and with the assistance of leading scientific men, the Committee arranged the prospectus of the proposed Exhibition, classifying the various objects to be included in it, "comprising everything illustrative of sea and fresh-water fisheries; the preparation, preservation, and utilisation of fish; fish culture; the natural history of fish, and literature connected with fishing;" and another department having relation to the economic condition of fishermen.

It was further decided to give prizes on important subjects connected with fishing, and, with a view to turn the

Exhibition to practical account, to hold conferences for the purpose of reading and discussing subjects specially connected with the fishing industries.

Finally, it was decided that the Exhibition should be opened on the 1st May, 1883.

The next step was to hold a public meeting in London to elicit the approval, interest, and pecuniary aid of the authorities, public bodies, and general public of the metropolis. Accordingly, on the 27th of February last an influential public meeting was held at Willis's Rooms, presided over by H.R.H. the PRINCE OF WALES, supported by the DUKES of EDINBURGH and TECK, some leading members of the Cabinet and Government, most of the ambassadors and other representatives of foreign countries, by the LORD MAYOR and Civic Authorities, and by a large number of noblemen and other influential persons.

At this meeting many interesting statements were made illustrative of the magnitude and importance of the fisheries of the United Kingdom. Amongst others, it was stated in the Report of the Committee, read to the meeting by its Chairman, the DUKE of RICHMOND and GORDON, that, at the lowest calculation, 550,000 tons of fish are annually taken in British waters by our own fishermen; that, according to Professor Huxley, 3,000,000,000 of herrings are annually taken in the North Sea alone; that 130,629 tons of fish were delivered in Billingsgate Market in one year; and that the fisheries of the United Kingdom are carried on by about 35,000 boats and vessels, giving employment to no less than 110,000 people afloat. Illustrative of the general interest taken in all relating to fish, it was stated that no less than 483,000 persons visited the Berlin Exhibition in ten weeks, and 70,000 the Provincial Exhibition at Norwich in three weeks. Nor is it to be wondered at, that so much interest should be felt in the subject. Apart from the great value of fish as a nutritive and wholesome article of food, the great mysterious ocean in

which, with the exception of the comparatively few fresh-water fish, they live, has from the earliest times possessed a charm in the eyes of man. It was as it were, of old, another and an unknown world to him. The creatures it contained could not exist for even a few minutes in his world, breathing the air he breathed, neither could he for even as long a time inhale the saline fluid, which to them was as the breath of life. It was to him a dread abyss, from which none returned who once descended to its unfathomable depths. He had seen some of the monsters that dwelt in it, the whale, and probably the shark, the alligator and crocodile in its tributary rivers, and possibly some now extinct species, and in imagination he even located in it some of his deities who ruled the world of waters, as others did the earth and air. Even almost to the present day civilized people have credited accounts of sea-nymphs or mer-maids and mer-men; but, although the discoveries of science and advancement of general knowledge have dissipated all such preposterous beliefs, the sea still possesses a mystery and charm of its own to many minds, independently of the incalculable services of which it is the medium for the benefit of man.

In treating, however, of the advantages of such an Exhibition as the one now determined on, and in advocating its patronage by all classes of the public, we have to take a practical, rather than a sentimental, view of the question.

What then are the advantages likely to be derived from an International Fisheries Exhibition?

1. In common with all International Exhibitions, the promotion of amity and friendship between the people of different nations, for, without indulging in the Utopian illusion that they are likely to alter human nature and result in universal peace, we may feel assured that they tend to dissipate existing prejudices and animosities between different races and peoples, by bringing them together in the pursuit of a common useful object,

and affording opportunities for the exercise of mutual courtesies, as well as peaceful commercial intercourse.

2. The acquirement of knowledge of all that has been learned by other nations on the special object of the Exhibition, in this instance of the fisheries of the world; of all pertaining to fish, and the means by which they are captured; to fishermen, their boats and nets, and lines and bait, and their skilful use. And we shall be sure to find that if in some matters we are pre-eminent, there are some whereon we have much to learn from other countries.

3. Possibly, some enlightenment on the vital question, whether or not the sea is over-fished, or if the re-production of fish, in excess of consumption, is being gradually diminished by injudicious fishing at wrong seasons, or by the wholesale destruction of spawn or of young fish before large enough to be of edible value, and as to what steps, if any, might be practicable to remedy the existing evil if found to exist.

4. The dissemination of all that experience has taught as to the lengthened and varied modes of preservation of fish as food after capture, and of the transfer to and acclimatization of living fish in the seas and inland waters where they have not previously existed.

5. To learn if anything more can be done than has already been done to render the avocation of a fisherman less perilous than it has hitherto been, and to reduce the number of widows and orphans in the fishing villages of our coast, which is augmented by well nigh every winter's gale.

In this last question the NATIONAL LIFE-BOAT INSTITUTION is specially interested. Apart from its falling within

its own sphere of operations, the saving of life on our coasts, the Institution is specially interested in the lives of our fishing population, as by far the greater number of its life-boats are manned by fishermen, who skilfully work them, and fearlessly risk their own lives in the humane, but perilous service, and it must ever therefore take a lively interest in all that concerns their welfare.

Some twelve years ago the Institution was happily instrumental in introducing a general improvement in the fishing boats of the east coast of Scotland, by placing on it four sample semi-decked boats, which, when caught in gales of wind at a distance from the land, could be temporarily hatched over and battened down, and thereby rendered as safe as a decked vessel; and such boats are now in general use on that coast.

Hoping to further promote the safety of our fishermen, the Institution has now undertaken to provide the master or owner of every fishing vessel engaged at long distances from the land with a good aneroid barometer at less than half its wholesale cost, which the Committee of the Institution think, by warning them of approaching gales, might often be the means of their reaching ports of safety before too late, and thus be instrumental in saving their lives.

In conclusion, we have only to express our gratification at the prospect of so invaluable an Exhibition being held, and the hope that it may be as highly appreciated and supported by the British public as it deserves.

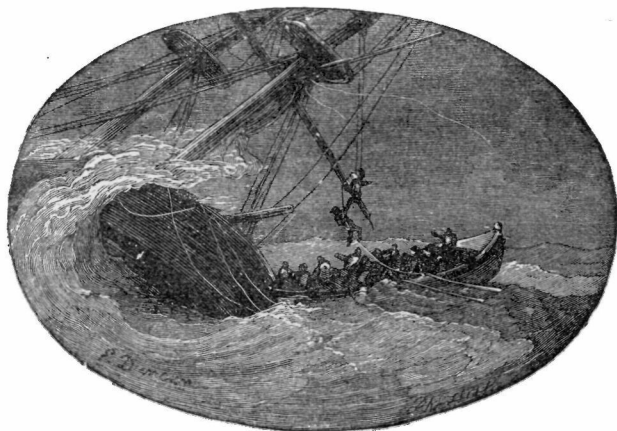
We may add that the Exhibition is to be held at the Horticultural Gardens, South Kensington.

REWARDS FOR SAVING LIFE FROM SHIPWRECK.

ONE of the most important features in the organisation of the NATIONAL LIFE-BOAT INSTITUTION, independently of the establishment of Life-boats by it, is to encourage laudable efforts by every available means to save life from shipwreck on our coasts. Accordingly persons who have performed valuable services in saving life from wrecks, by means of shore-boats or other-

wise, when brought under its notice, are always liberally rewarded. They are usually performed either at places where no Life-boat is stationed, or where, from the circumstances of the case, the services of the Life-boat are not needed. The Life-boat is mostly called into requisition when no shore-boat could venture out with safety.

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



AYR, N.B.—The brigantine *Maggie Wood*, of Belfast, bound from that port to Ayr in ballast, stranded on the Barton Rocks, about a mile and a half south of Ayr Harbour, during a gale of wind from the W.N.W. and a heavy sea on the evening of the 1st Jan. 1882. As the gale was increasing, it was dangerous for any other than a Life-boat to proceed to the vessel, and the *Glasgow Workman* Life-boat, stationed at Ayr, therefore went off to her with a steam tug from the Harbour. Lines were passed by the Life-boat from the brigantine to the steamer, which was unable to get near her, on account of the shallowness of the water, and the vessel, which had lost her rudder, was towed to Troon, the master's wife being landed by the Life-boat.

WINTERTON, NORFOLK.—At about 4 A.M. on the 5th January a rocket was fired from the Wold lightship. The crew of the *Husband* Life-boat immediately mustered and the boat was launched. She went to the lightship, which reported that a light had been seen on the Hasborough Sand. The Life-boat proceeded there, and found the brig *Louisa*, of Stettin, Prussia, bound from Hull to Plymouth with coal, sunk in the sand, her topsail being just out of the water. Fortunately she discovered one of the vessel's boats, having five of the crew and a woman on board; those six persons were taken

into the Life-boat and brought safely ashore. The remaining three men of the crew, who had taken to another of the vessel's boats, were picked up by a smack and taken to Great Yarmouth.

On the 8th March a steamer was observed ashore on the Hasborough Sand at 3 P.M. during a fresh S.W. wind. The *Husband* Life-boat went to her assistance, and found that she was the s.s. *Napier*, of Shields, coal laden. The Life-boat remained by her until 7 P.M., when she fortunately floated off the sand with the flood tide.

CRESSWELL, NORTHUMBERLAND.—Signals of distress were observed at 3 A.M. on the 14th January during a S.S.E. wind and a moderate sea, the weather at the time being hazy. The *Old Potter* Life-boat was at once launched, proceeded in the direction in which the signals had been seen, and, after having gone a distance of about three miles, she found the brig *Swift*, of Krageroe, Norway, ashore and labouring heavily. With the assistance of the Life-boat the vessel was got afloat, and on the following day she was towed to Sunderland, to which port she was bound from Krageroe with a cargo of mining timber.

PORT LOGAN, N.B.—At 9.30 A.M. on the 31st January, during a strong S.E. gale, the galliot *Gateforth*, of Whithorn, bound from Ayr to Whithorn with coal, was at

anchor in the bay, and showed a signal for assistance. An open boat, with the coxswain of the Life-boat and three other men, went off to her and got her under way. She, however, missed stays, and went close to the rocks on the north of the harbour. Her anchor was then let go, and as she was in a very dangerous position the Life-boat *Edinburgh* and *R. M. Ballantyne* was launched, under the charge of her second coxswain, proceeded to the vessel, and remained by her until she was taken to a place of safety.

FLEETWOOD, LANCASHIRE.—At about 3.45 P.M. on the 16th February it was reported that a vessel was ashore on Shell Wharf. The wind was then blowing a fresh gale from the W. and a very heavy cross sea was running. The Life-boat *Child of Hale* proceeded in tow of the steam tug *Relief* to the vessel, and found she was the barque *Venus*, of Helsingborg, Sweden, bound to Fleetwood with a cargo of sawn fir-deals. The master's wife, a little boy, a female servant, and nine of the crew were taken into the Life-boat, but the captain and mate refused to leave the vessel. The Life-boat remained alongside for a considerable time and then returned ashore.

On the following morning the Life-boat, in tow of the tug *Relief*, returned to the vessel, taking back the crew to try again to get her into the harbour, but all attempts then to do so failed, and the Life-boat came back to the shore, leaving the crew on board and landing the captain, who was much exhausted.

On the succeeding morning the Life-boat and tug once more went out, and their perseverance was rewarded by the vessel being eventually brought to a safe anchorage.

DUNBAR, N.B.—On the 27th February, at about 8 A.M., a small vessel was seen riding at anchor in comparatively shallow water, with a signal of distress flying, about five miles E. of Dunbar. The Life-boat *Wallace* put off to her assistance, and found that she was the lighter *Sophia*, of Hull, bound from Newcastle to Dunbar with coal. She was being brought up by a tug on the previous day, when the steamer's shaft broke and the vessel had to be cast adrift. She proceeded under her own sail, but the wind changing

during the night and becoming stronger, and the sea being heavy, she was in great danger of being lost. Her crew of three men were taken into the Life-boat and safely landed at Skateraw Harbour.

LYDD, KENT.—The *David Hulett* Life-boat put off at 4.30 A.M. on the 2nd March to the assistance of the brigantine *Concordia*, of Guernsey, which had stranded on the sands about half a mile from the boathouse, and was showing signals of distress. Owing to a flood tide, a strong gale of wind from the W.S.W., and a very heavy sea, the boat fell to leeward of the vessel, whereupon a steam tug which was lying in the bay went to her aid and towed her as near to the wreck as she could with safety. The Life-boat's anchor was then dropped, and she veered down to the vessel, and, after one or two attempts, succeeded in getting a line from her. Previously to this, four of the shipwrecked crew had got into their boat, which was stove in and full of water when the Life-boat reached her, three of the men being engaged in baling her and the other man using the only oar they had in the boat. These men were first rescued, and after a period of long and anxious labour the Life-boat also succeeded in taking off the master and one of the crew who were still on board. Their rescue was effected just in time, for in ten minutes afterwards the vessel sunk.

WHITHORN, N.B.—The s.s. *Kittiwake*, of Carlisle, while leaving Whithorn Harbour, at about 11.15 P.M. on the 6th March, during a fresh S. breeze, got her steering gear foul, and stranded on the Screens Rocks. The coxswain of the Life-boat, with the sub-coxswain and two other men, went off to her in the harbour boat and brought ashore two lady-passengers. The sea was not very heavy then, but as it was rising it was thought advisable to take out the Life-boat and remain by the vessel. The Life-boat *Charlie Peek* was accordingly launched at midnight; she soon reached the steamer, and, after remaining some time by her, she eventually brought ashore all those left on board, consisting of seven men.

CAISTER, NORFOLK.—On the 7th March, at 1.30 P.M., a barque was seen to go ashore on the Scroby Sand. A strong

S.W. wind was blowing at the time, and there was a heavy sea on the sand. The Life-boat *Godsend* proceeded to her, and found she was the *Canmore*, of Dundee, bound from Dunkirk to the Tyne in ballast. The master at once engaged the services of the crew to get the vessel off. The wind and sea ultimately increased very much, and as night came on the Life-boatmen were afraid that if the barque broke up they would be unable to save the crew with the small boat, and they, therefore, signalled for the large Life-boat the *Covent Garden*, which was at once launched, and went to the vessel. Fortunately, however, with the aid of the Life-boats and a steam tug, the vessel was got off the sands, and proceeded to Yarmouth Roads, the large Life-boat accompanying her. The barque had a crew of fifteen men, a woman and a child being also on board.

PAKEFIELD, SUFFOLK.—The smack *Alert*, of Lowestoft, with thirty packages of fish on board, was seen at 8 P.M. on the 7th March with a flare burning on deck, on the Newcome Sands. The wind was blowing strongly from the S.W. and the sea was rough. The Life-boat *Two Sisters Mary and Hannah* proceeded to her, and found that her crew were about to leave her, having already put their clothes in their boat. It was, however, decided to try to save the vessel, and a rope having been passed from her to the Life-boat, she was ultimately got off the sands and taken safely into harbour. She had a crew of six men.

APPLEDORE, NORTH DEVON.—At about 9.50 A.M. on the 8th March a dismasted vessel was seen in the Bay, driving towards the North Tail Sand. A strong W.S.W. wind was blowing, accompanied by a heavy ground sea. In reply to her signals of distress the Life-boat *Mary Ann* was launched, and brought ashore the master, pilot, and crew of two men. She proved to be the smack *Mary Stevens*, of Padstow, bound from Barnstaple to Newport in ballast.

CEMLYN, ANGLESEY.—At about 9 A.M. on the 21st March, during a gale from the N.W., the flat *Three Brothers*, of Chester, which was riding at anchor in Cemlyn Bay, exhibited a signal of distress. The

Good Shepherd Life-boat at once proceeded to her assistance, and brought the crew of two men safely ashore. During the night the vessel broke from her moorings, and became a total wreck.

THURSO, N.B.—During a severe gale of wind from the W., veering to N.E., between 7 and 8 o'clock on the evening of the 21st March, the schooners *Volant*, of Wick, and *Queen*, of Inverness, which were both lying far out in the roadstead, commenced to drag their anchors and showed flare lights. The *Charley Lloyd* Life-boat put off, and brought ashore four men from each of those vessels. As other craft were lying in the roadstead, the Life-boat was kept afloat during the night, but the gale moderated and they all held to their anchors.

TYNEMOUTH, NORTHUMBERLAND.—As the s.s. *Robert Watson Boyd*, of North Shields, coal laden for Constantinople, was going to sea at about 7 A.M. on the 22nd March, her steering gear broke down, she became unmanageable, and drifted on to the Black Middens, where she stranded. As the tide rose, efforts were made by steam tugs to get her off; but all attempts proved unavailing, and, on account of the increasing sea, the tugs were compelled to leave her. At about 2 P.M. signals of distress were shown from the steamer, whereupon the *Forester* Life-boat proceeded to her and brought ashore fourteen men and some nautical instruments. There were about sixty persons on board the vessel, consisting of the crew and several men who had boarded her to assist in getting her afloat, the remainder of whom were safely landed by other Life-boats from Shields.

FISHGUARD, SOUTH WALES.—On the 22nd March, at about 7.30 A.M., a signal of distress was shown from a vessel at anchor in the bay, where she had been riding with others during the night. The wind was blowing a strong gale from the N.N.E., at the time, accompanied by a high sea. The gun was fired to assemble the Life-boat crew, and immediately afterwards the signal of distress was hauled down. Thinking the vessel did not then require assistance, the Life-boatmen were dispersing, but on this being observed on board the vessel, which was lying just off

the boat-house, the distress signal was again hoisted. The Life-boat *Helen of Foxley* then went off at once, and in ten minutes was alongside the vessel, which proved to be the *Thomas and Sons*, of Aberystwith, bound from Carnarvon to Llanelly with slates. The captain and crew of two men wished to be brought ashore, fearing that she would part from her chains and drift on the sands. They were accordingly taken on board the Life-boat and landed at Goodwick Quay.

Just then another vessel was seen to run up a signal for assistance, and the Life-boat without delay proceeded to her. She was the smack *Martha Jane*, of Aberystwith, bound from Bangor to Swansea with slates. The captain and crew of two men also wished to leave their vessel, and were therefore taken into the Life-boat.

On the way back to the shore the schooner *Glanmanai*, of Beaumaris, bound from Portmadoc to Cardiff with slates, also hoisted a signal of distress. The Life-boat went alongside and took off her crew of three men. Both crews were then landed at Goodwick Quay.

As soon as these men had been landed, a fourth vessel—the three-masted schooner *Perseverance*, of Belfast, bound from Larne to Newport with iron ore—hoisted a signal for assistance, and the Life-boat went out a third time and brought the crew, consisting of six men, safely ashore.

As the sea was then too heavy to get the Life-boat up the slipway, and as it was possible that her services might be again required, it was decided to keep her afloat during the ebb tide, and she was anchored off the boat-house with a crew on board. In the evening the gale moderated, and she was taken into Goodwick Quay.

KESSINGLAND, SUFFOLK.—Signals of distress were observed at 7.45 P.M. on the 24th March from the schooner *J. W. T.*, of Truro, bound from Runcorn to Newcastle with a cargo of rock salt. The *St. Michael's Paddington* Life-boat at once proceeded to her assistance, and found that she had stranded on the inner part of the Barnard Sand. She floated again but was in a leaky condition, and the Life-boat therefore remained by her and assisted to take her to North Yarmouth.

CLOVELLY, NORTH DEVON.—The ketch *Blue Bell*, of Padstow, lying at anchor off Clovelly on the 26th March, at 11 A.M. showed a signal of distress. A fresh gale from the N. was blowing at the time, and there was a heavy sea. The *Clovelly* Life-boat was immediately launched, and on reaching the vessel found that she had lost some of her sails and was riding heavily at her anchors. The crew of three men were anxious to be rescued from their perilous situation, and they were therefore brought ashore in the Life-boat.

PORT ISAAC, CORNWALL.—On the 26th March, at about 1 P.M., the schooner *British Queen*, of Wexford, bound from that port to Porthcawl in ballast, was observed to be in distress. The wind was blowing a strong gale from the N.N.W., and there was a heavy sea running. The crew of four men were seen to leave the ship about a mile off the shore in their own boat. The *Richard and Sarah* Life-boat was at once launched, and after about an hour's pull rescued the crew when they were within a hundred yards of the cliff, where escape would have been impossible.

RAMSEY, ISLE OF MAN.—At about 2 o'clock on the afternoon of Sunday, 26th March, a signal of distress was shown by the schooner *Countess of Caithness*, of Gloucester, bound from Limerick to Port William, N.B., with a cargo of bones. A fresh gale from N. by W. was blowing then, and the sea was rough. The *Two Sisters* Life-boat at once went to her, and the master asked for help to get his vessel out of her perilous position, as she was then close to the rocks near Manghold Head. Four of the Life-boatmen went on board, and as it was impossible to make Ramsey Harbour she was taken to Douglas, which was reached about 5 P.M. The crew, consisting of three men, were quite exhausted, and the master had had no rest for eight days.

PORTHCAWL, SOUTH WALES.—At about 7 A.M. on the 29th March, a boat containing the captain and three of the crew of the steamer *Liban*, of Nantes, landed at Porthcawl, and reported that their vessel had stranded on the Tuskar rocks,

during a very thick fog, at 11.30 on the previous night. They also stated that there were eight men still on board in great danger as she was likely to become a total wreck. The Life-boat *Chafyn Grove* immediately proceeded to the stranded steamer, and brought the eight men safely ashore.

HOWTH, CO. DUBLIN.—On the 29th March, at about 5.15 p.m., during a fresh W. gale and a heavy sea, the coxswain of the Life-boat being on watch at the Coast-guard Station, observed a small vessel drag her anchors and go ashore on Ireland's Eye Island. She then hoisted a signal of distress, the sea making clean breaches over her. The *Clara Baker* Life-boat was at once launched, and proceeded to her assistance. The Life-boatmen laid out an anchor and tried to heave her off, but failed to do so, and two of the crew were then taken into the Life-boat and brought ashore. She was the lugger *Emerald Isle*, of Howth, laden with gravel.

At 5 a.m. on the 2nd April a brig was observed on shore on Baldoye Bank. The *Clara Baker* Life-boat was launched, and, with great difficulty, owing to the strong gale which was then blowing from the E. and the heavy sea, reached the vessel, which was then on her beam ends, her crew having taken refuge in the main-topmast rigging, where the sea was wash-

ing over them. As the Life-boat was prevented from going alongside by the wreckage which was lying near, and by the heavy sea, she dropped anchor, veered down on the wreck, and ultimately effected a communication by means of the heaving line. A life-buoy was then hauled out, and the crew, consisting of five men, were taken into the Life-boat and brought safely ashore. The wrecked vessel proved to be the *Elizabeth*, of Whitehaven, bound from Liverpool to Dundalk with a cargo of coals.

BLYTH, NORTHUMBERLAND.—On Sunday morning, the 2nd April, at half-past seven o'clock, a galliot was observed to go ashore on the outer ledge of Seaton Sea Rocks during a strong E. wind and a rough sea. As she was in a perilous position, the Life-boat *Salford* was immediately launched and proceeded to the vessel, which proved to be the *Ebenezer*, of Stavanger, bound from Hernösand to Blyth in ballast. The Life-boat's anchor was let go, and she veered alongside as near as she could get and then threw a line on board, by means of which five of the crew were hauled into the Life-boat with a life-buoy through the surf, and were brought safely ashore. One of the crew had previously succeeded in reaching the land with the help of a life-buoy. The vessel's masts fell overboard, and she soon became a total wreck.

THE NEW EDDYSTONE LIGHTHOUSE.

In former numbers of this journal we published a series of papers on "Lights and Lighthouses," to which an account of this the last of our great outlying light-towers will be an appropriate sequel.

As a preamble to our description of it, which may interest our readers, we quote the following brief account of the previous light-towers erected on the Eddystone rocks, from the fifty-seventh number of this journal, published in July, 1865:—

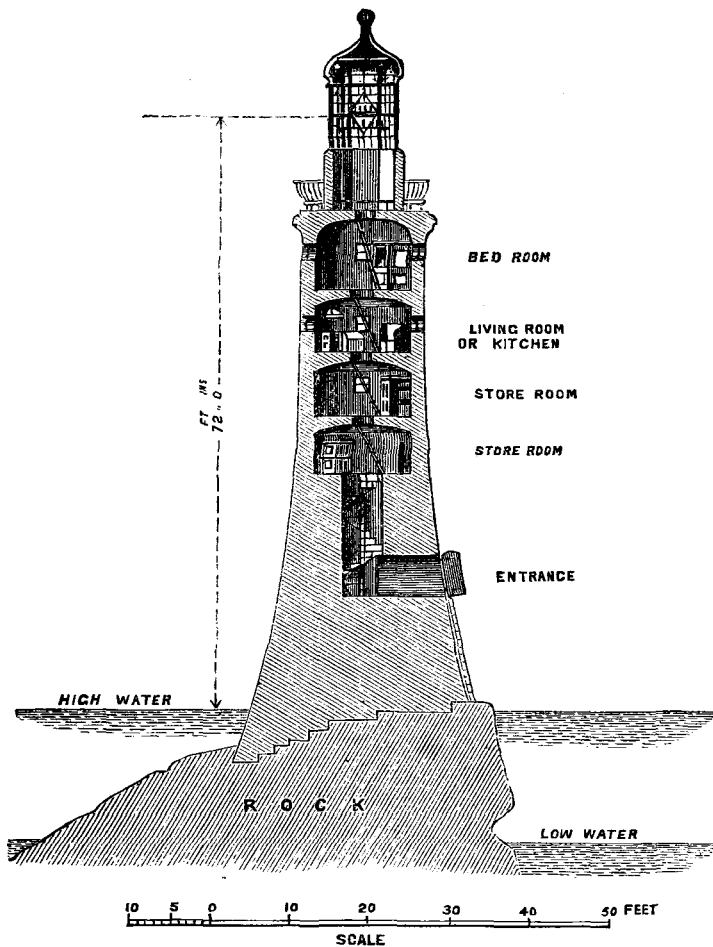
Of the British light-towers of the outlying class, that on the Eddystone rock, 9 miles off the coast of Cornwall, is the most celebrated, although much larger ones have been since

built on the same design. The first light-tower on these dangerous rocks was designed by Mr. WINSTANLEY, and was formed of wood; it was commenced in 1696 and completed in 1698. It was 60 ft. high; but as the sea broke fairly over its top, its height was subsequently increased to 120 ft. In November, 1703, some considerable repairs were being executed, when the storm of the 26th of that month swept the entire edifice away, and Mr. WINSTANLEY and the whole of his assistants, 30 in number, unhappily perished on the occasion—a proof of the danger and difficulty attending the construction of such works. Shortly after its destruction, the *Winchelsea* ship-of-war was wrecked on these rocks, and most of her crew were drowned. In 1706 another tower, likewise of wood, was commenced under the direc-

tion of Mr. JOHN RUDYERD, of London, and was completed in 1708. This one lasted until the year 1755, when the whole edifice was destroyed by fire. The height of this tower was 92 ft., and the diameter at its base 23 ft.

The great importance of a light on these dangerous rocks having been long recognised by seamen, no time was now lost in replacing it,

and Mr. SMEATON was intrusted with its re-erection. On the 12th June, 1757, the first stone of the present edifice was laid, and the last on the 20th August, 1759. The whole structure is 93 ft. in height, and has 26 ft. diameter at the base. The first 12 ft. above the rock is a solid mass of masonry, the stones being united to each other by means of stone



joggles, dovetailed joints, and oak tree-nails. This beautiful tower, which, after the lapse of more than a century, stands as firm as the rock on which it rests, has been the model of successive structures in similar positions.

The seventeen years that have passed since the above was written have proved that Smeaton's noble edifice stood after 120 years, not merely as firm but firmer than the rock on which it rested.

For some years past tremors and oscillations more or less alarming had been felt by the keepers in gales of wind and heavy seas, in consequence of which remedial measures were taken by the introduction of internal iron ties, &c., but without effect. Accordingly, in 1877, Admiral Sir RICHARD COLLINSON, the Deputy Master, and some of the elder brethren of the Trinity Corporation, with their Chief

Engineer, Mr. JAMES N. DOUGLASS, C.E., thoroughly examined the tower and the rock on which it stood, with the result of finding the rock itself undermined and the stability of the tower thereby endangered, but the edifice itself perfectly sound. What nobler tribute can be conceived to the skilful engineer who designed it than that the great sea itself, which has worn away and undermined the hardest and loftiest cliffs and shaped the outlying and jagged rocks on our coast, had worked its will on the rock itself, but had failed in the 120 years it had broken over and against it to injure this monument of scientific mind and skilful hand.

The question, we believe, then arose whether to erect a new tower in another position on the group of rocks, or to remove, by blasting, the rocks themselves to such a depth that they should be no longer a danger to the largest ships; and if the sole object of the light had been to warn vessels of the hidden danger beneath it the latter course would have been practicable, although attended with much difficulty and vast expense. But experience had shown the immense value of the light and tower, not only as a guide by night and a leading mark by day to the important naval and mercantile port of Plymouth, but, standing in the van of the long series of these night sentinels on our coast thence to the Straits of Dover, as an unerring guide to every vessel, British or foreign, entering and traversing the narrow seas between the English and European shores.

Unhesitatingly, therefore, it was determined to erect a new and loftier tower, of which Mr. DOUGLASS was at once instructed to prepare the design.

The spot chosen for the new tower after careful surveys is about forty yards S.S.E. of the old one. The circumstance of the selected rock being only just above the level of low water necessarily added to the labour, and even to the risk of life, of the workmen, who were sometimes submerged by a sudden heavy sea breaking over them, and who worked with life-

belts round them, only saving themselves from being swept away by the sea by holding on to iron stanchions until the danger was past. This risk was foreseen, but was not considered a serious difficulty.

On the 17th July, 1878, the work was commenced; and as illustrative of the difficulty, delays, and, as stated above, even danger attending its earlier stages, it was not until June in the following year that the coffer dam, which had to be first made, was completed, and the surface of the rock prepared for the commencement of the structure itself.

On the 21st of that month, all being in readiness, the DUKE OF EDINBURGH, as Master of the Trinity House, accompanied by the PRINCE OF WALES, went to Plymouth in order to lay the foundation stone on that day, but the sea, which is no respecter of persons, forbad the ceremony.

On the 19th of August, however, their Royal Highnesses met with better success, and on that day the foundation stone was duly laid, with the usual ceremonies, by the DUKE OF EDINBURGH, in presence of the PRINCE OF WALES, Sir RICHARD COLLINSON, the Deputy-Master, and several of the Elder Brethren of the Trinity Corporation, the First Lord of the Admiralty, the Port Admiral, the Vicar of Plymouth, who offered up the prayer of invocation, and others.

And now the noble edifice is complete, and has commenced its daily and nightly round of service, which we may reasonably hope it will without cessation do for centuries to come.

It had been computed that more than five years would have been required to complete it, but, thanks to the wonderful advance in modern scientific appliances, to the admirable arrangements in all the branches of the undertaking, from the cutting out and shaping the granite stones in the quarries to the landing them on the rock and placing each in its bed, and to the energy and zeal of all employed, the work has been done in

about eighteen months less than the computed time.

The following is a brief description of the new tower and light, the substance of which we have extracted from an interesting treatise on 'The Eddystone Lighthouses, New and Old,' by E. Price Edwards, Esq., of the Trinity House, published by Simpkin, Marshall & Co., to which we beg to refer such of our readers as may wish for a more detailed and complete account of them.

To Mr. Edwards we are also indebted for the blocks of the two accompanying illustrations, being vertical sections of the two towers, showing their exterior outline, the thickness of their walls, and the size and character of the apartments within. It will be seen how superior is the accommodation, both in the living and sleeping rooms, for the light keepers and for the stowage of oil, water, coals, and other stores which the larger size of the new tower has made practicable. Thus besides the larger size of each apartment it will be noticed that they are eight in number in the new building, in addition to the entrance room and water tank, whereas there were only four in the old one.

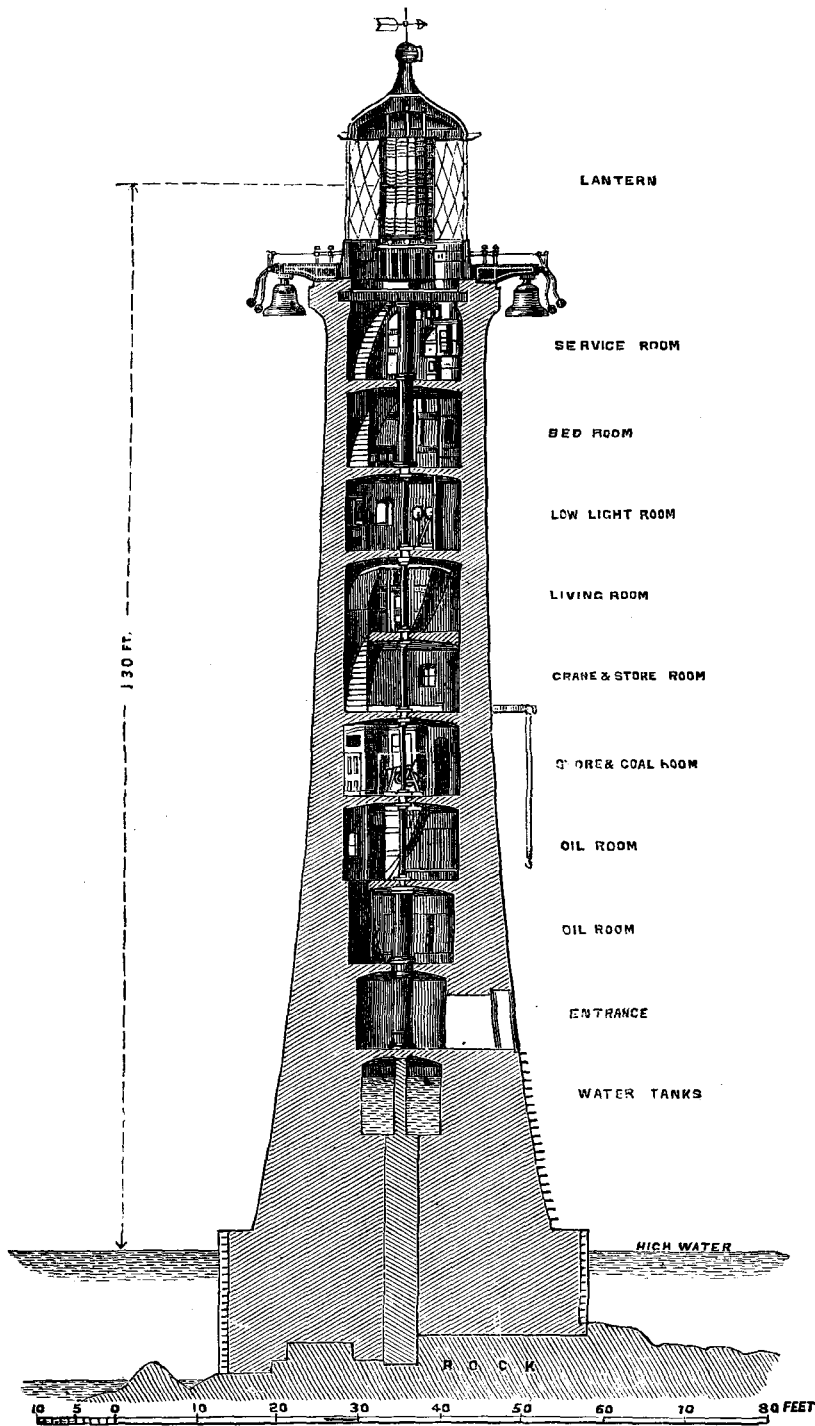
But another and more important advantage is gained by the increased height of the new light, in that it will sweep a more distant horizon and thus be seen by vessels from some miles greater distance than before, the old light having a horizontal range of 14 miles, the new one of $17\frac{1}{2}$ miles. A smaller light is also shown from a window about 40 feet below the main one, having a shorter range and less lateral scope, to indicate the position of the dangerous rocks termed the "Hand Deeps," about $3\frac{1}{2}$ miles westward from the Eddystone.

The chief or upper light is 130 ft. above high water, and the extreme height of the tower from the lower side of the base to the top of the lantern 165 ft. The tower is constructed of carefully selected granite from Cornwall and Scotland. It contains 2,171 stones, 63,020

cubic feet in bulk, weighing 4,668 tons, and is solid from the base to $25\frac{1}{2}$ ft. above high water, excepting the water tank in the centre. The lower courses of stone are united by Roman cement, and the main body by Portland cement. The diameter of the rooms is 14 ft., except the lower oil room, which is 12 ft. 9 in., and the entrance 11 ft. 6 in. The tank will contain 3,500 gallons of water, and is replenished fortnightly, weather permitting, together with provisions and other stores, by a relieving vessel. There is storage space for 2,660 gallons of oil in the oil rooms, which is about a nine months' supply. The entrance doors are made of gun metal, and each weighs a ton. The entrance is reached on the outside by a ladder formed by metal rungs let into the stonework.

A hollow iron column passes down the centre of the tower, within which are the chain and weight which set in motion the clockwork that regulates the rotation of the glass apparatus round the burners, and with which the strikers of the two fog bells can be connected at pleasure, so that they work automatically, striking at the same intervals as the periodic flashes of the light. The clockwork requires winding up every hour for the light alone, and every forty minutes when the bells are likewise in use. The light has the speciality of being a double one, one below the other, with a space of about $6\frac{1}{2}$ ft. between them. Each is separately composed of six-wicked burners, having six cylindrical wicks, one within the other. Each can be used separately, but in thick weather both will be used, and their united brilliancy can be imagined from the statement that their light, as concentrated by the lens apparatus, is estimated to be equal to that of a quarter of a million of ordinary candles.

The apparatus for concentrating the light is that which is termed the dioptric system, as distinguished from the catoptric, the latter concentrating the rays of light by means of a series of highly polished metal reflectors placed behind



the light, and the former conveying them direct but refracted, by passing through lenses of glass, a fuller description of which beautiful system will be found in the sixty-second number of this journal, with accompanying illustrations. It will suffice here to state that in the dioptric system the light is enclosed within one of those singular looking circular frames of glass lenses which will be familiar to every one who has visited any of the national or international exhibitions in London and other English and European cities. These lenses are so formed and arranged in concentric rings around the light as to refract all the upward and downward rays which would otherwise be wasted on the sky above and on the water below, and direct them so as to form a broad band of light around the whole horizon, or on that portion of it requiring to be lit, thus displaying a far more brilliant light to all vessels coming within its range.

Two specialities will be observed in the exterior form of the new tower as compared with the old one: 1. That its base is cylindrical and of larger diameter than the lower and widest part of the main shaft resting on it, thus affording a convenient landing from a boat, and a circular platform 4 ft. 3 in. wide on which the keepers can take walking exercise in fine weather at low water, both undoubted advantages. It is 44 ft. in diameter, and 22 ft. high. 2. That the shaft has not at its lower part the sharp bell-shaped curve of Smeaton's tower. The effect of this alteration will no doubt be to break up the crests of the waves, their whole force being expended on the cylindrical base and lower part of the shaft, where best able to bear it, instead of their being conducted, as it were, unbroken up the face of the tower almost to the lantern at its summit.

It must be remembered, however, that the force which raised the waves to so great a height was exerted perpendicu-

larly, not laterally, on the shaft above the curve at its base, and that Smeaton's tower never betrayed any lateral weakness during the 123 years that the waves ran up its weather beaten sides and fell thundering upon the rocks beneath. It is due to the celebrated designer to state this much in proof of his forethought and of the correctness of the principle on which he shaped the tower.

The cost of the new Lighthouse complete was 78,000*l*.

As is the case at all our outlying light-towers the light keepers are four in number, three of whom are always in it, the other on the land, each in succession going there for a fortnight, alternating with six weeks at the tower.

On the 17th of May, the tower and all its appurtenances being complete, the inauguration of the Lighthouse was fitly superintended by H.R.H. the DUKE OF EDINBURGH, as Master of the Trinity House, supported by the Deputy-Master and Elder Brethren, the Mayor and Corporation of Plymouth, the chief naval and military authorities, by Commodore LUCE, the commander of a small United States' squadron, which aptly chanced to be at Plymouth at the time; and illustrative of the great local and general interest in the undertaking it was computed that about 9,000 persons were present, on board steamers, yachts, pleasure boats, &c.

The stump, being all the solid portion of Smeaton's tower, is to remain standing beside its younger and grander sister until the sea shall ultimately destroy the rock on which it stands and scatter its remains, until which, we trust far distant time, it will be regarded with interest by the passing mariner as a memorial of departed usefulness and of the scientific man who designed it.

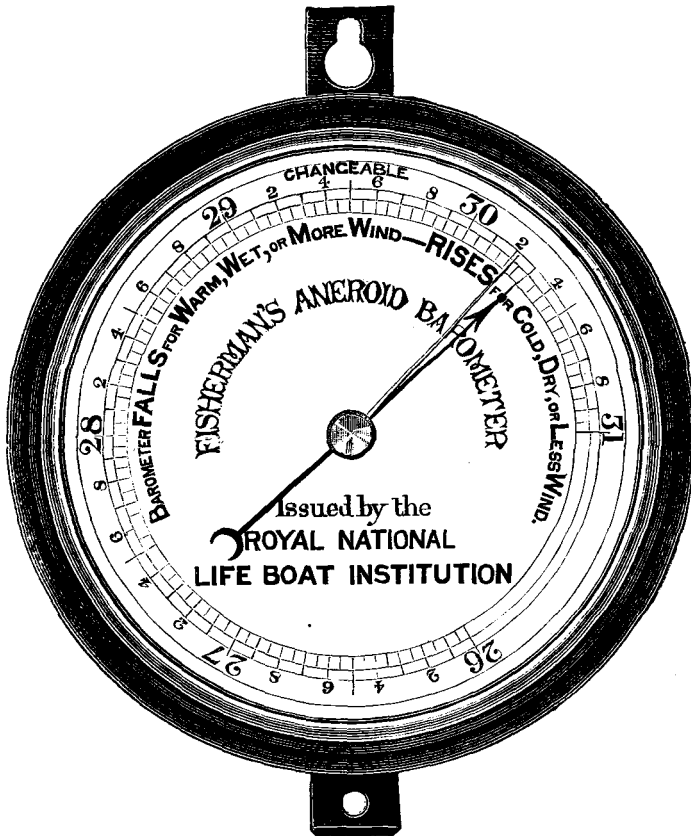
Its upper portion is to be re-erected on the Hoe, a commanding position in the town of Plymouth, which overlooks the harbour, its celebrated breakwater, and the sea beyond.

THE FISHERMAN'S ANEROID BAROMETER.

THE NATIONAL LIFE-BOAT INSTITUTION has decided to supply Owners or Masters of Fishing Vessels with an Aneroid Barometer of a superior and reliable character, at a small cost, which must make this useful instrument a welcome addition to every decked fishing-boat's equipment.

The value of the weather warnings of

an aneroid or a mercurial barometer cannot be disputed. Mr. BIRKBECK, M.P., in suggesting that the Institution might take this step, stated that it had come to his knowledge that during the fearful gales of last winter, when so many fishing vessels were lost, those of them which had aneroids on board were, by observing



previously their indications, saved from peril, while many which did not possess them were lost, involving the loss of scores of valuable lives.

It is more than twenty years since the Institution undertook to supply barometers to its Life-boat Stations, and also to some other places. The result has been most encouraging in every way. 1st. The coast

population of those places have numerously watched the indications of the barometers, with the aid of the daily registered chart usually attached to them; and 2ndly, they have come to the determination at most places to be guided in their business movements by the indications of the barometers.

By means of those barometers and their

timely warnings, it is certain that the NATIONAL LIFE-BOAT INSTITUTION must have indirectly contributed to the saving of the lives of a large number of fishermen.

It will thus be seen what beneficial results are likely to accrue to life and property if this fresh important step of the Institution is appreciated and encouraged by the owners of fishing vessels.

At present it is notorious that the masters of our small fishing craft hardly ever think of carrying with them an aneroid, and thus, when in mid-ocean, they are without the most hopeful means of forecasting the disasters which too often overtake them when gales of wind suddenly spring up.

It may be mentioned that the NATIONAL LIFE-BOAT INSTITUTION has spared no effort to obtain a good instrument, and one that will not easily get out of order on board fishing smacks, or that would require repairing at frequent intervals.

In short, if taken ordinary care of, one of these aneroids may confidently be expected to do its work for many years.

The foregoing is the illustration of the fisherman's aneroid barometer in question. Its dial or face, which is enamelled, is five inches in diameter, being half an inch larger than the ordinary full-sized aneroid, and the case is bronzed, to prevent corrosion.

In calling public attention to the fisherman's aneroid, the following address on the subject has been issued by the Institution, and is found at most of its Life-boat Stations and at some other places on the coast:—

"The attention of the NATIONAL LIFE-BOAT INSTITUTION has been called to the

great use an aneroid barometer would be to fishing boats, for indicating the approach of bad weather. It is a matter of experience that notice of a coming gale is often given by an aneroid—as it is by an ordinary mercurial barometer—some hours before the storm is actually felt. It seems reasonable, then, to hope that with such an instrument placed in the hands of intelligent fishermen, such men might be prevented from putting to sea when a gale is imminent, or be enabled to decide when it is prudent to run for a port; and thus some mitigation in the loss of life on board fishing vessels, through their being overtaken by gales of wind, might be looked for. Certainly fishermen, in common with other seafaring men, would be benefited by its use, and probably be able to avoid some of the dangers so often at present proving disastrous to them.

"The Committee of the NATIONAL LIFE-BOAT INSTITUTION having, under these circumstances, obtained the co-operation of some of the most experienced makers, are now in a position to offer to the owners or masters of fishing vessels such an instrument at a great reduction on the cost of it to the Institution.* The aneroids will be made by Messrs. Negretti and Zambra and Messrs. Dollond and Co., of London, and each one, before it is sent to the coast, will be thoroughly tested and made reliable.

"As the sole object of the Institution in this matter is to benefit fishermen, the aneroids can only be supplied to owners or masters of fishing vessels, and applications for them to the Institution will be received through the Honorary Secretaries of the Branches of the NATIONAL LIFE-BOAT INSTITUTION on various parts of the coast."

* Eleven shillings and sixpence each Aneroid.

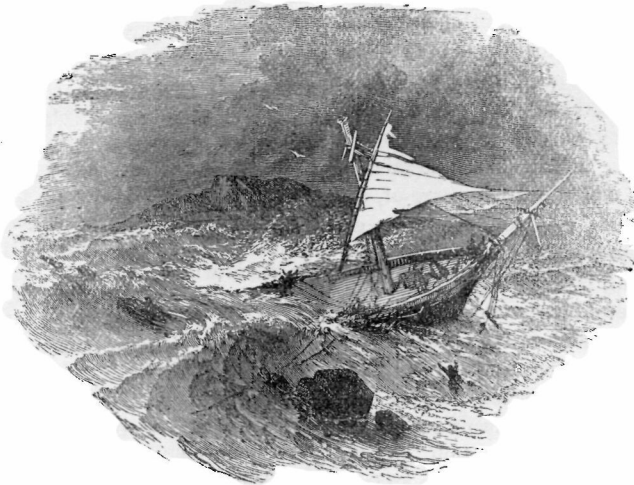
ADDITIONAL STATIONS AND NEW LIFE-BOATS.

WHITBY.—The NATIONAL LIFE-BOAT INSTITUTION has replaced the No. 1 Life-boat on this Station by a new boat, 34 feet long, 8 feet wide, and rowing 10 oars, which was presented by Mrs. MARY ANN ELLIS, of York, and formerly of North Grimston, through C. H. DUNHILL, Esq., M.D., the zealous Hon. Secretary of the York Branch

of the Institution, in memory of her late husband, the Rev. ROBERT ELLIS, the Life-boat being named the *Robert and Mary Ellis*. The boat is provided with a new transporting carriage. On the way to its station it was exhibited in York, on the 2nd December last. The crew went over from Whitby to man the boat, which was

drawn in procession through the principal streets of the city, the band of the York Artillery Volunteers leading the way. Large crowds of people assembled, and at and near the Blue Bridge, over the River Ouse, where the ceremony of naming and launching was to take place, there were several thousands of people present. The Rev. F. L. PALMES, in the name of Mrs. ELLIS, formally presented the Life-boat to the Institution. The gift was acknowledged by Commander ST. VINCENT NEPEAN, R.N., its District Inspector of Life-boats, who stated that at no place would a Life-boat have a better opportunity of seeing good service than at Whitby, where the men were always ready to risk their lives in order to save others, and where he was

sure that its interests and efficiency would be well looked after. EDWARD W. CHAPMAN, Esq., Chairman of the Whitby Branch, on behalf of the Local Committee, thanked Mrs. ELLIS for her valuable and munificent present. The DEAN afterwards read an appropriate prayer, and Mrs. ELLIS broke a bottle of wine suspended from the bow, and named the boat the *Robert and Mary Ellis*. It was then launched from its carriage into the water. Besides the crew, there were in the boat the DEAN of YORK and Captain NEPEAN. Various evolutions were performed by the crew, and the boat was finally capsized in the Foss, near Castle Mills Bridge, but instantly righted itself, thus demonstrating its self-righting powers and inability to sink. The whole



of the proceedings were watched with interest by the immense crowd of people, who cheered frequently. The boat was afterwards replaced on its transporting carriage, conveyed to the station, and sent on to Whitby.

WHITBURN, DURHAM.—The Life-boat on this Station, which had been there many years, was replaced, a short time since, by a new Life-boat, of the 34 feet ten-oared class, which was contributed to the Institution by "A Lady." The boat, in accordance with her request, has been named the *William and Charles*. The crew have expressed themselves as much pleased with the new Life-boat.

NEWCASTLE, DUNDRUM BAY.—This Life-

boat Station, which was first formed by the Institution nearly thirty years since, has been entirely renovated, a new boat and carriage having been sent there, and a handsome and commodious house having been erected on a convenient site kindly granted by the Right Hon. the Earl of ANNESLEY. The new Life-boat and equipment were the gift of E. ARMITAGE, Esq., R.A., who desired that the boat might be named the *Farnley*. It is 34 feet long, 8 feet wide, and rows 10 oars double-banked. On the 10th October last the public inauguration of the new Life-boat station took place, in the presence of a large assemblage of spectators. The proceedings commenced by the Rev. J. H. SEYMOUR, Rector of Newcastle, and Chairman of the Local Committee, delivering

an address, in which he commented on the great success that had attended the operations of the NATIONAL LIFE-BOAT INSTITUTION, towards which the Branch had happily been the means of contributing by the rescue of sixty-four lives; he said that the new Life-boat would receive a hearty welcome at their hands. Lieut. TIPPING, R.N., District Inspector of Life-boats, then, on behalf of the parent Institution, handed over the Life-boat to the care of the Local Committee, and the gift having been suitably acknowledged, the choir of St. John's Church, Newcastle, sang a hymn, and the Rev. J. H. SEYMOUR offered up a prayer for the success of the boat, after which Lord ANNESLEY expressed the satisfaction he had experienced in helping forward the Life-boat work. The Countess ANNESLEY then came forward, and said that it gave her more than ordinary pleasure to be present that day, and take part in that interesting ceremony, because she might say she had lived nearly all her life by the sea, and had seen a great deal of Life-boat work. She recollected that on one occasion a fishing-boat, with several men on board, got into great difficulties in a sudden gale. The crew of the Life-boat could not be had for the moment, but it was manned partly by volunteers, and some of the men asked her to take the helm. She did so, and they steered out and saved the lives of those in the boat, which was sinking. Since then she naturally took a warm interest in the Life-boat service, and she hoped that the boat which had now been presented to the locality would meet with great success in saving life (loud cheers). Her ladyship then advanced to the side of the boat, and, breaking a bottle of wine against it, bestowed on it the name of the *Farnley*, after which it was drawn by willing hands to the water's side, and the work of launching was successfully performed. Sail was immediately set, and the *Farnley* proceeded on a trial trip across the bay, the result being all that could be desired as to speed, steadiness, and general seaworthiness. The boat was met in the bay by the Tyrella Life-boat, and hearty salutations were exchanged between the two crews.

Only twelve days after this formal opening of the Life-boat Station, the boat

was instrumental in rendering the following admirable service to a shipwrecked crew, thus auspiciously commencing her life-saving mission.

It was about half-past 7 o'clock on the morning of the 22nd October when a vessel, which afterwards proved to be 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. The *Farnley* Life-boat at once proceeded to her assistance, and rescued the crew, consisting of five men. The vessel had been entirely disabled through loss of sails.

HARWICH.—The Life-boat which was placed by the Institution at this port a few years since, having been found to be hardly large enough for the requirements of this important Station, has recently been replaced by one of the finest self-righting Life-boats ever built for the Institution, the new boat, being 45 feet long, 11 feet wide, and pulling 10 oars double-banked. Like its predecessor, which was presented by Miss BURMESTER, of London, it is named the *Springwell*, and it has already been the means of saving life since it was placed on its station in December last.

LITTLEHAVEN, ST. BRIDE'S BAY.—The NATIONAL LIFE-BOAT INSTITUTION has sent a new Life-boat to Littlehaven, near Milford Haven, it having been thought desirable to station a Life-boat there for use in St. Bride's Bay. The boat, which is kept moored afloat in a sheltered position under Goldtrop Head, is 33 feet long, 8 feet wide, and rows 10 oars, double-banked, and it will command the entire bay in S. and S.W. gales. The expense of the new Life-boat has been defrayed from a legacy bequeathed to the Institution by the late Mr. C. J. CORKER, of Ramsgate, and it is named the *Friend*. It was conveyed to Milford Haven by the Great Western Railway Company, and was sailed thence to its Station by its crew, who were well pleased with the boat's behaviour. The District Inspector of Life-boats, Commander C. LAPRIMAUDAYE, R.N., accompanied the Life-boat from Milford.

PALLING-BY-THE-SEA, NORFOLK.—A new

self-righting Life-boat has recently been forwarded by the Institution to Palling, on the coast of Norfolk; it is 37 feet long, 9 feet wide, and rows 12 oars, double-banked. The Life-boat is named the *Heyland*, having been presented to the Institution by the friends of the late Lieutenant HEYLAND, R.N., who lost his life in nobly saving a seaman who had

fallen overboard from H.M.S. *Minotaur*, during a gale of wind on the 25th November, 1880. The new Life-boat was towed to its Station, free of charge, by one of the steamers belonging to Messrs. Stephenson, Clarke, and Co., and the Great Eastern Railway Company kindly granted a free conveyance to the boat's transporting-carriage and stores over their line.

THE LIFE-BOAT STATIONS OF THE UNITED KINGDOM.

XLXIX. RYE.—The *Mary Stanford*, 34 feet by 7 feet 9 inches, 10 oars.

L. WINCHELSEA.—The *Frances Harris*, 33 feet by 8 feet 2 inches, 10 oars.

THESE two most interesting towns well deserve the descriptive title "ye ancient townes," given to them in a Royal Charter of the 11th century, and still warmly cherished by their inhabitants.

In these utilitarian days, when old landmarks and relics of bygone ages are rapidly disappearing from view, under the ruthless hands of modern requirements and civilization, it is really refreshing to come upon places not only intimately connected with the early history of our country, but retaining to this day such interesting and well-preserved monuments of it as are to be found here. We are neither antiquarians nor archaeologists, but cannot help drawing in our minds a very pleasant picture of the feelings of any one given to these interesting researches and branches of study on finding himself deposited at Rye or Winchelsea. In strict justice, we ought to say Winchelsea or Rye, the former being undoubtedly the oldest city, although the actual site was changed to the present one about 1287, when the town of old Winchelsea, which had existed from the days of the Romans, was destroyed by an inundation. Rye stands upon a rock, which, when the city first came into note, was surrounded on all sides by the sea, and consequently laid it open to attacks by ships, although at the same time protecting it from at-

tacks on the land or north side. It became one of the Cinque Ports in the 11th century, having, together with old Winchelsea, been raised to that dignity by Edward the Confessor. The place suffered so much from attacks by the French and other piratical marauders, with which the Channel was then infested, that its protection by fortifications was commenced in the reign of Stephen, when Ypres, Earl of Kent, built, at the S.E. angle of the town, the interesting old tower that still bears his name, to answer the double purpose of a watch-tower and fort. It was admirably placed for the former purpose, the coast from Fairlight, on the west, to Folkestone Cliffs, on the east, being quite open to it, whilst, from its height and position, its view seaward extended far towards the coast of France. As a fort, before the days of artillery and gunpowder, it must have been immensely strong, standing on the edge of a rocky cliff very difficult of access. The main building is a quadrangle, with a round tower at each corner, the walls of which are about 10 feet thick, and about 40 feet high. This tower was soon supplemented by a wall on the east side. When the sea began to recede, which it did about this time, it became necessary to fortify the land side; this was done by Edward III., who completed the defences by erecting a wall, 25 feet high and 5 feet thick, from the end of the wall on the east side, round the north and part of the west side of the town, to the steep cliffs, which from there were considered sufficient protection. There were three gate-

ways in this wall, only one of which now remains, the other two, with the moat, having disappeared. The remaining monument of this wall, the land-gate, is a fine old archway, through which the London Road runs, flanked on either side by a round tower, about 50 feet high, all in excellent preservation, and a landmark any town may well be proud of.

In spite of these (then) formidable fortifications, the town appears to have been several times taken and sacked by the French. It was captured by Louis, the Dauphin, of France, early in the 13th century, again in 1377, and again in 1488. We cannot doubt these ravages were amply revenged; indeed, it is known those of 1377 were, as the two towns fitted out an expedition, and attacking St. Pierre's in the night, killed all the inhabitants not able to pay a large ransom, and pillaged every house and church, as the French had done in Rye the previous year. They found and recaptured large quantities of booty taken from Rye, amongst which were the bells of the church and the lead stripped off the roof. The present church is believed to have been built prior to 1377, although on that occasion, and again in 1488, it was all but destroyed, and lay almost in ruins, for many years, but was restored before 1538, although greatly shorn of its architectural beauties. It is at present undergoing a thorough restoration, at a very large expense.

Amongst other relics is the church clock, said to be the oldest clock in England still going. It has a remarkable pendulum, nearly 20 feet long, that swings to and fro inside the church, and on each side of the dial, on the north side of the tower, are the figures of two boys, who strike the quarter hours on a bell. Tradition says this clock, as well as the communion table, were captured on board a ship of the Spanish Armada, but no confirmation of this statement is extant, and it is rather difficult to see to what use a clock, with a 20-foot pendulum, could be put on board ship.

Winchelsea, Rye's elder sister, came to her prime and passed on into the sere and yellow leaf of old age long ago, we may say centuries ago. The town originally stood on a low flat island, about two miles from Rye, and three from the present site. It was a town and port

of considerable importance in Edward the Confessor's time, and reached its highest prosperity in the early years of King John, when its bay was the rendezvous for the English fleets; but its happiness was short-lived, for on October 1st, 1250, the storm occurred which practically gave it its death-blow, the inundation of the sea destroying about 300 houses and several churches. In 1276 the new site for the town was fixed upon, as it became yearly more clearly evident the old town must be abandoned, and in 1287 the great inundation occurred that destroyed it.

The new site seems to have been remarkably well chosen, being on an uneven sandstone rock, very steep on the east and north sides, where it was washed by the sea. The sea face was surrounded by a mud wall, and the remainder of the town by a stone wall, traces of which may yet be seen, as well as the three old gateways. During the reign of Edward I. this was a very important seaport; it may also be said to have occupied, during the wars with France, as important a position as a naval and military depôt and port of departure, as Portsmouth does now. It did not fail to receive visits from its French enemies, having been taken and partly burnt in 1359, and again the following year. It was again attacked in 1377, but for the time unsuccessfully, the French having been driven off by the Abbot of Battle, only to return three years afterwards, and then defeat the brave churchman and burn the town. It was again, for the last time, taken and burnt in 1449. Shortly after this the sea began to recede, and the prosperity of the place to decay. Now, at the nearest point, the sea is fully a mile and a half from it. The retirement must have been gradual, for in 1531 Henry VIII. built Camber Castle, about midway between Rye and Winchelsea, to defend this coast from invasion. At the time it was built, it was most probably on the sea shore, and a great protection to Rye Harbour. It was dismantled in the time of the Commonwealth, and is now a desolate ruin, nearly a mile from the shore.

Although the line of sand-cliffs, at the edge of the marshes, show that at some time they were washed by the sea, it is difficult to realise, when standing by the Ypres tower, and looking over the large expanse of rich pasture now lying between

that place and the sea, that 500 years ago this was all under water, and that ships sailed up to Rye over the open sea, and not by the narrow tortuous channel which is now available for small vessels only, and that when the tide is up. This channel receives the water of three small rivers immediately under the town of Rye, and discharges them into the sea at about two miles south of the town, at what is rightly named Rye Harbour, as it is the port for loading and unloading all merchandise now brought there.

The entrance to this harbour is narrow, and very difficult of access during strong S.W. winds, and the number of vessels wrecked in the neighbourhood is considerable, as are happily also the number of lives saved by the Institution's two Life-boats, stationed one on each side of the harbour, to guard that and the long stretches of shingle beach leading to it. As will be seen below, these two Life-boats have, since their first establishment in 1856, saved one hundred and fifty-three lives; eighty-three of which stand to the credit of the Rye Boats, and seventy to the Winchelsea Boat. They are both under one committee, forming the Rye and Winchelsea Branch, of which J. S. VIDLER, Esq., is now the Honorary Secretary.

SERVICES OF THE RYE LIFE-BOATS.

	Lives saved.
1861 July 28. Ship <i>Oithona</i> , of London, rendered assistance.	
Sept. 28. Barge <i>Peace</i> , of London . . .	2
1863 Oct. 4. Brig <i>Sir Colin Campbell</i> , of Whitby . . .	6
1869 April 7. Barge <i>Columbia</i> , of Stavanger, assisted to save vessel and . . .	8
1871 Sept. 27. Brigantine <i>Cyrus</i> , of Rye . . .	9
Dec. 18. Barque <i>Robina</i> , of N. Shields . . .	9
1872 Oct. 24. Barge <i>Urgent</i> , of Rochester . . .	3
Dec. 16. Brig <i>Orient</i> , of Stenton, rendered assistance.	
1874 Dec. 24. Schooner <i>Celeste Henri</i> , of Caen . . .	4
1875 Mar. 8. Sloop <i>Argus</i> , of Cherbourg, remained by vessel.	
1877 Jan. 11. Ketch <i>Les deux Sœurs</i> , assisted to save vessel and . . .	13
1879 Jan. 14. Brig <i>Allison</i> , of Whitby . . .	4
1881 Feb. 11. Dandy <i>Sophia Holten</i> , of Plymouth . . .	2
Aug. 25. Brigantine <i>Lina</i> , of Aland . . .	8
Dec. 16. French Chasse-marée <i>St. Anne</i> . . .	7
1882 June 2. Yacht <i>Spider</i> , assisted to save vessel and . . .	8
Total number of lives saved . . .	83

SERVICES OF THE WINCHELSEA LIFE-BOAT.

	Lives saved.
1862 Dec. 10. American ship <i>James Browne</i> . . .	18
1867 Jan. 23. Barque <i>Marie Amelie</i> , of Quimper, assisted to save vessel and . . .	14
Feb. 1. Brigantine <i>Estello</i> , of Preston, saved vessel.	
Oct. 22. Ship <i>Michael Loos</i> , of Antwerp, remained by vessel.	
1869 Feb. 14. Brig <i>Pearl</i> , of Shoreham . . .	8
1871 Jan. 16. Brig <i>Elizabeth and Cicely</i> , of Guernsey . . .	8
Dec. 18. Barque <i>Robina</i> , of N. Shields . . .	8
1874 Feb. 25. Schooner <i>Hellene</i> , of Cranz . . .	4
1876 Jan. 21. Brig <i>Fred Thomson</i> , of Dundee, remained by vessel.	
1877 Dec. 22. Schooner <i>Vier Broders</i> , of Groningen . . .	4
1878 Jan. 28. Schooner <i>Fearless</i> , of Guernsey . . .	6
Total number of lives saved . . .	70

These two Life-boats have also been launched on thirty-four different occasions to vessels in distress, which, however, have not ultimately needed their help. The crews of the two boats have, moreover, assembled in stormy weather forty-eight times at different periods in case their services might be required. The expenses to the Institution of these various services in saving life and otherwise have amounted to 813*l*.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 5th January, 1882.

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

He expressed his high appreciation of the honour the Committee had conferred on him in electing him Deputy-Chairman of the Institution, and added that his best energies would be devoted to promoting its interests.

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

Read the Report of the Chief-Inspector of Life-boats to the Institution, on his recent visits to Swansea and Bristol, and those of the five District Inspectors of Life-boats on their visits to the following Stations:—

No. 1, London District—Kingsdowne, Walmer, Ramsgate, Broadstairs, Kingsgate, Margate, Newhaven, and Hayling Island.

No. 2, Bristol District—St. David's, Solva, Milford, Tenby, Pembrey, Swansea, Porthcawl, Penarth, and Ferryside.

No. 3, Dublin District—Tralee, Valentia, Courtmacsherry, Dungarvan, Tramore, Duncannon, Wexford (two Boats), Carnsore, Courtown, Cahore, Arklow, Wicklow, and Greystones.

No. 4, Edinburgh District—Cullercoats, Tynemouth (two Boats), Blyth (two Boats),

Hauxley, Newbiggin, Cresswell, Alnmouth, North Sunderland, Boulmer, and St. Andrew's.

No. 5, Hull District—Whitburn, Sunderland (four boats), Seaham, Saltburn, Redcar, Middlesborough, Uppang, Whitby (two boats), Staithes, Runswick, Robin Hood's Bay, Scarborough, and Filey.

Reported the receipt of 1,100*l.* from the Civil Service Life-boat Fund, through CHARLES DIBDIN, Esq., F.R.G.S., Hon. Secretary, being 1,000*l.* for the endowment of their No. 2 Life-boat, the *Charles Dibdin*, stationed at Tyne-mouth, and 100*l.* in aid of the support of their other two Life-boats, stationed respectively at Port Patrick, N.B., and Wexford, Ireland.—*To be thanked.*

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

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

The late JOHN HINKLEY, Esq., of Derby	50
The late Miss JANE TOWER, of Edinburgh	25
(and 10 <i>l.</i> each to Edinburgh and Aberdeen Branches).	

Reported the transmission to their Stations of the Newhaven, Wells, and Penarth new Life-boats.

The London, Brighton, and South Coast Railway Company had, as usual, kindly granted a free conveyance over their line to the Newhaven new and old Boats.—*To be thanked.*

Paid 4,277*l.* 14*s.* 2*d.* for sundry charges on various Life-boat Establishments.

Voted 97*l.* 17*s.* to pay the expenses of the Life-boats at Bridlington, Douglas, Dover, Caister, Rye, Hayle, and Padstow, in rendering the following services:—

	Lives saved.
Sloop <i>New Eagle</i> , of Grimsby	2
Schooner <i>Reine de Cœur</i> , of Nantes	6
Barque <i>Chin Chin</i> , of Jersey	5
Brigantine <i>Menodora</i> , of Hartlepool	6
French Chasse-marrée <i>St. Anne</i>	7
Schooner <i>Constance</i> , of Swansea	10
Barque <i>Milka</i> , of Fiume, remained by vessel.	

The Life-boats at Scilly, Courtmacsherry, Cullercoats, Caister, Withernsea, and Harwich, had also rendered the following services:—

Barque *Eccelsior*, of Hamburg, s.s. *Glendevon*, and brig *Arica*, of Whitby, rendered assistance; brigantine *Fidèle*, of Marstrand, Sweden, assisted to save vessel and 6 lives; brig *Athalia*, of Hartlepool, remained by vessel; barge *Olive Branch*, of Harwich, assisted to save vessel and 3 lives.

Voted also 173*l.* 6*s.* 3*d.* to pay the expenses of the Milford, Broughty Ferry, Dunbar, Rhyl No. 2, Rye, Winchelsea, Walmer, Caister, Cruden, Montrose No. 1, Sunderland, Poole, Clacton, Broadstairs, and Theddlethorpe Life-boats, in assembling their crews or putting off in reply to signals of distress, with the view of rendering assistance to vessels, which did not ultimately require their services.

The Ramsgate and Flamborough No. 2 Life-boats had also been called out, but their services had not been eventually needed.

Voted the Silver Medal of the Institution and a copy of the vote inscribed on vellum to Mr. SAMUEL CARR, Chief Officer of H.M. Coastguard at Ring's End, co. Dublin, and Honorary Secretary of the Poolbeg Branch of the Institution, and to Mr. DANIEL EVANS, coxswain of the Poolbeg Life-boat, in recognition of their general services in the Life-boat, and particularly on the occasion of the wreck of the ship *George H. Oulton*, of St. John's, N.B., during the heavy gale of the 22nd October, 1881.

Also the thanks of the Institution, inscribed on vellum, to Captain JOHN STRANEY, master of the steam tug *Toiler*, for towing out the Life-boat on the above-mentioned occasion.

Also the Silver Medal and a copy of the vote inscribed on vellum to Mr. JOHN STEELE, in acknowledgment of his brave and valuable services in helping to man the Ayr Life-boat on the occasion of the wreck of the brigantine *J. W. Harris*, of Dublin, during a severe gale on the 22nd November last.

Also the thanks of the Institution, inscribed on vellum, to Captain J. BREW, of the Isle of Man Mail s.s. *Mona*, and 5*l.* to his crew, in acknowledgment of their services in towing out the Ramsey Life-boat with the view of assisting another distressed steamer during a gale on the 22nd November last.

Also thanks to Mr. GEORGE BROWN, of Portaferry, co. Down, together with 5*l.* to himself and four men for putting off in a boat and, at some risk, saving the crew of three men from the schooner *Jane*, of Carriekfergus, which was wrecked near Portaferry, during a strong gale from the E.S.E., on the 20th October.

Also 6*l.* to six men for putting off in a coble from Boulmer, Northumberland, and rescuing the crew of seven men from the fishing lugger *Useful*, of Cellardyke, which had partly sunk on Boulmer South Steel, during very rough weather on the 19th November.

Also 5*l.* 10*s.* to eleven men for assisting to save two of the crew of the wrecked barque *Admiral P. Lordenskjold*, of Kragerø, Norway, which was wrecked on Saunton Sands, Devon, during a strong N.W. gale, on the 20th December.

Also 5*l.* to five men for putting off in a fishing boat, and, at some risk, saving the crew of four men of the schooner *Fire Winner*, of Christiansand, which had been run ashore at Burntisland, during a strong gale from the E., on the 23rd October.

Also 5*l.* to five men for putting off in the Coastguard boat at Leestown, co. Down, with the view of rendering assistance to a steam dredger belonging to Dublin, which was in distress, during a gale of wind from the S.W. and a heavy sea, on the 1st November.

Also 4*l.* to seven men for putting off in a fishing yawl from Methil, Fife, at considerable risk, and saving one of the crew of the brig *Scio*, of South Shields, which was wrecked near Methil Harbour, during a fresh gale from the S.W., on the 27th November.

Also 4*l.* to four men for saving two men from a canoe which had sunk off Portaferry, co. Mayo, during a strong gale of wind from the S.W., on the evening of the 31st November.

THURSDAY, 2nd February.

Sir EDW. 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.

Read the Report of the Chief Inspector of Life-boats on his recent visit to Newhaven, and those of the five District Inspectors of Life-boats on their visits to the following Stations:—

1. Newhaven.
2. Looe, Fowey, Mevagissey, Portloe, Newquay (Cornwall), Cadgwith, Lizard, Porthoustock, Falmouth, and Mullion.
3. Greencastle, Portrush, Groomsport, Ballywalter, Newcastle, Tyrella, Black-Rock, Giles' Quay, and Drogheda (two Boats).
4. Berwick, Eyemouth, and Holy Island (two Boats).
5. Flamborough (two Boats), Bridlington, Hornsea, Withernsea, Hunstanton, Brancaster, and Wells.

Reported the receipt of a contribution of 800*l.* from "A Friend," residing near Henley-on-Thames, per Colonel FITZROY CLAYTON, to defray the cost of a Life-boat for the Carnarvonshire coast, in memory of the late Captain JOHN ALEXANDER STRACHAN, who nobly gave up his life-belt to a poor stowaway and perished, on the occasion of the wreck of the s.s. *Cyprian*, on the south shore of Carnarvon Bay, on the 14th October.

Decided that the best thanks of the Committee be expressed to the Donor for his munificent gift, and that it be appropriated, with his sanction, to the new Life-boat Establishment about to be formed by the Institution at Llanaelhaiarn, on the Carnarvonshire coast.

Reported the receipt of 1200*l.* from Mrs. M. A. ELLIS, of York, for the endowment of the *Robert and Mary Ellis* Life-boat stationed at Whitby.

Decided that the best thanks of the Committee be conveyed to Mrs. ELLIS for her additional munificent contribution.

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

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

	£.	s.	d.
The late G. M. GRAY, Esq., of Wanganui, New Zealand, for a Life-boat for the Scotch coast	500	0	0
The late Mr. EDWARD KILLINGTON, of Yarmouth	100	0	0

Paid 1407*l.* 14*s.* 8*d.* for sundry charges on various Life-boat Establishments.

Voted 19*l.* 10*s.* to pay the expenses of the Winterton No. 2 Life-boat in saving six of the crew of the wrecked brig *Louisa*, of Stettin.

The Life-boat stationed at Cresswell, Northumberland, had saved the brig *Swift*, of Krageroe, Norway, and her crew of eight men.

[Accounts of these services will be found on page 628.]

Voted 82*l.* 9*s.* 6*d.* to pay the expenses of the Ballantrae, Harwich, Clacton, Palling No. 2, Castletown, Montrose No. 1, North Berwick, and Rye Life-boats in putting off to the aid of vessels which did not ultimately need their assistance.

The Ramsgate Life-boat had also been taken out, but her services had not been called into requisition.

Voted the Silver Medal of the Institution and a copy of the vote, inscribed on vellum, to Major HENRY SCOTT, Chairman of the Dover Branch, in recognition of his gallant and prompt services in volunteering to take an oar in the Dover Life-boat, and afterwards assisting to rescue five of the crew of the barque *Chin Chin*, of Jersey, which was wrecked off the South Foreland during a S.W. wind and a heavy sea on the 9th December.

Also the Second Service Clasp to Mr. ROBERT WILDS, coxswain of the Deal Life-boat, in recognition of his continued brave services in the boat. The Silver Medal was awarded to him in 1877, and since then he had assisted in the Life-boat to save one hundred and ten lives from various shipwrecks.

Also the Silver Medal of the Institution, a copy of the vote inscribed on vellum, and 1*l.* each to Mr. WILLIAM NORSWORTHY, chief officer of H.M. Coastguard at Carnarvon, and to police constable HENRY EVANS, of Carnarvon, for putting off in an open boat, and, at great risk, saving five of the crew of the brigantine *Fritz von Gadow*, of Barth, Germany, which had capsized off Carnarvon during a whole gale from the W.S.W. on the 28th November.

Also 1*l.* to the owner of the boat used on this occasion in consideration of injury which it had sustained.

Also the Silver Medal and a copy of the vote inscribed on vellum to Mr. PETER MURROCK, of Glendrishaig, Ayrshire, and 3*l.* to three of his men, for saving, at considerable risk of life, by means of ropes, two of the crew of the schooner *Circassian*, of Dundalk, which was totally wrecked at Glendrishaig during a N.W. gale on the 21st December.

Also 8*l.* to eight men for putting off in a boat, at some risk of life, and saving the crew of two men of the schooner *Scotia*, of Carnarvon, which had stranded in Port Erin Bay, Isle of Man, during a strong W. gale and a heavy sea on the 6th January.

Also 5*l.* to three men for putting off in a boat and, at some risk, saving the crew of five men of the smack *Espeigle*, of St. Malo, which had stranded at Breen Down, Burnham Bay, during a fresh gale from the N.W. on the 18th December.

Also thanks to Mr. CHAPMAN, farmer, of Breen Down, who rendered good service on the last-named occasion in lending horses to transport the boat, and who afterwards took the rescued men into his house, gave them refreshment, and dried their clothes.

Also 5*l.* to the chief boatman and five Coastguard men for putting off in a boat from Dymchurch, Kent, Coastguard Station, and saving the crew of four men of the sloop *Theodor*, of Copenhagen, on the 3rd January. The shipwrecked men had taken to their boat and were drifting out to sea.

Also 5*l.* to the crew of a yawl belonging to Mundesley, Norfolk, for putting off on the 10th January, and taking off from the Hasborough lightship the crew of six men of the wrecked brig *Princess*, of Whitby, and afterwards landing them at Great Yarmouth.

Also 1*l.* 10*s.* to three men for putting off in a boat from Sennen Cove, Cornwall, and bringing safely to land a boat containing the crew of fourteen men of the Austrian barque *Malateel*, which had been totally wrecked on the Shark's Fin, near Longships, Cornwall, on the night of the 8th December.

Also 5*l.* in aid of a local subscription for the relief of the families of three members of the Saltburn Life-boat crew who had been drowned while out fishing on the 12th January.

THURSDAY, 2nd March.

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.

Read the Report of the Chief Inspector on his recent visit to Poole, and those of four of the District Inspectors of Life-boats on their visits to the following Stations:—

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

2. Penzance, Sennen Cove, Scilly, Porthleven, St. Ives, Hayle, Rhyl (two Boats), and Llandudno.

3. Howth, Balbriggan, Skerries, Rogerstown, Poolbeg, Kingstown, New Brighton (two Boats), and Southport.

5. Manchester, Blakeney, Sheringham, Cromer, Mundesley, Bacton, Grimsby, Hasborough, Palling (two Boats), Winterton (two Boats), Gorleston, Caister (two Boats), Yarmouth (two Boats), Lowestoft, Pakefield (two Boats), Kessingland (two Boats), Southwold (two Boats), and Dunwich.

[The Special Contributions and Legacies received by the Institution during the month of February are given in the Annual Report, published on the 1st May last.]

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

	£.	s.	d.
The late OSGOOD TORKINGTON, Esq., of Clapham	1000	0	0
The late Wm. SLOCOMBE, Esq., of Holloway	900	0	0
The late HORACE WATSON, Esq., of Wimbledon (duty free)	200	0	0
The late Mrs. J. A. BAKER, of Birmingham (duty free)	200	0	0
The late Miss E. W. DANIEL, of Weston-super-Mare	100	0	0

Elected Commander GEORGES C. C. CARTER, R.N., Inspector of Life-boats to the vacant Scotch District of the Institution.

Paid 11*l.* 10*s.* 1*d.* for sundry charges on various Life-boat Establishments.

Voted 10*l.* 1*s.* to pay the expenses of the Dunbar Life-boat in rescuing the crew of three men of the lighter *Sophia*, of Hull.

The Ayr, Fleetwood, and Port Logan Life-boats had performed the following services:—brigantine *Maggie Wood*, of Belfast, rendered assistance; barque *Venus*, of Helsingborg, brought ashore twelve persons and rendered other assistance; galliot *Gateforth*, of Whithorn, remained by vessel.

[Details of these services are given on pages 628-9.]

Voted 90*l.* 16*s.* to pay the expenses of the Cullercoats, Ardmore, Queenstown, Dunbar, Maryport, Mevagissey, Padstow, Newhaven, Theddlethorpe, and Aldborough Life-boats in assembling their crews or putting off in reply to signals of distress exhibited by vessels which did not ultimately require the services of the Life-boats.

Voted 10*l.* to five men for putting off in a boat at great risk and rescuing eight men whose boat had been driven away from Island Crone, Co. Donegal, by a sudden gale of wind from the S.W., on the 2nd January, leaving them on the island—which is uninhabitable—where they had to remain without any shelter during the night, until rescued at about 10 o'clock on the following morning.

THURSDAY, 23rd March.

The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at the Mansion House, The Rt. Hon. The LORD MAYOR OF LONDON in the Chair. The Chairman opened the meeting with some suitable observations on the great and national character of the operations of the Institution, and expressed his satisfaction to observe that the interest of the public in its success remained unabated.

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

The meeting was then addressed by THOMAS CHAPMAN, Esq., F.R.S., V.P.; Sir EDWARD PERROTT, Bart., V.P.; EDWARD BIRKBECK, Esq., M.P., V.P.; Colonel BARNE, M.P.; GEORGE PALMER, Junr., Esq.; ION T. HAMILTON, Esq., M.P.; The LORD MAYOR; Capt. the Hon. FRANCIS MAUDE, R.N.; Admiral AUGUSTUS PHILLIMORE; Colonel FITZROY CLAYTON; General BURNABY, M.P., and other gentlemen.

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

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

THURSDAY, 6th April :

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.

Elected the members of the Sub-Committees, Sir EDWARD PERROTT, Bart., V.P., Chairman, for the ensuing year.

Read the Report of the Chief Inspector on his recent visit to Penarth, Llanaelhaiarn, Bardsey Island and Portmadoc, and those of the five District Inspectors on their visits to the following Stations:—

1. Weymouth, Kimeridge, Swanage, Poole, Bournemouth, Brooke, and Bembridge.

2. Porthdinllaen, Abersoch, Portmadoc, Barmouth, Aberdovey, Aberystwith, Pembrey, and Ferryside.

3. Lytham, St. Anne's, Blackpool, Fleetwood, Piel, Whitehaven, Seascale, Maryport, Silloth, Castletown (two Boats), and Ramsey.

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

5. Thorpeness, Aldborough, Harwich, Clacton-on-Sea, Skegness, Chapel, Donna Nook, Sutton, Theddlethorpe, Seaham, Whitburn, Sunderland (four Boats), Seaton Carew, Hartlepool (three Boats), and West Hartlepool (two Boats).

Reported the receipt of 1,065*l.* from GEORGE MIDDLEWOOD, Esq., of Rufforth Hall, per Dr. DUNHILL, Hon. Sec. of the York Branch of the Institution, to provide a Life-boat in memory of his late son, who was lost at sea, to be named the *Matthæw Middlewood*.

Decided that the best thanks of the Committee be given to Mr. MIDDLEWOOD for his munificent gift, and that it be appropriated to the Flamborough No. 2 Life-boat.

[The other Special Contributions and Legacies received by the Institution during the month of March are given in the Annual Report, published on the 1st May last.

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

	£.	s.	d.
The late CHRISTOPHER RUSSELL BROWN, Esq., of Mile End . . .	1000	0	0
The late JAMES MURPHY, Esq., of Newry . . .	900	0	0
The late JOHN HARTNELL, Esq., of Blomfield Gate . . .	100	0	0
The late J. C. COWLEY, Esq., of Kilsby . . .	10	0	0

The Committee expressed their deep regret at the death of Lord ROBERTS, who was a Vice-President of the Institution, and one of its oldest and most liberal supporters.

Decided that the present Life-boat at Winchelsea, Sussex, be replaced by a new one, and that it be appropriated to the legacy bequeathed to the Institution by the late Mrs. HARRIS, of Streatham.

Ordered that various works be carried out at the Margate, Penmon, and Bamfrough Life-boat Stations, at an expense of 585*l.*

Paid 4,741*l.* 18*s.* 6*d.* for sundry charges on various Life-boat establishments.

Voted 123*l.* 8*s.* to pay the expenses of the Lydd, Whitthorn, Tynemouth No. 2, Clovelly, Port Isaac, Appledore No. 2, Thurso, Cemlyn, Fishguard No. 2, Porthcawl, Howth, Blyth No. 1, and Palling No. 1, Life-boats, in rendering the following services:—

	Lives saved.
Brigantine <i>Concordia</i> , of Guernsey . . .	6
S.S. <i>Kittiwake</i> , of Carlisle . . .	7
S.S. <i>Robert Watson Boyd</i> , of North Shields . . .	14
Ketch <i>Blue Bell</i> , of Padstow . . .	3
Schooner <i>British Queen</i> , of Wexford . . .	4
Smack <i>Mary Stevens</i> , of Padstow . . .	4
Schooner <i>Volant</i> , of Wick . . .	4
Schooner <i>Queen</i> , of Inverness . . .	4
Flat <i>Three Brothers</i> , of Chester . . .	2
Dandy <i>Thomas & Sons</i> , of Aberystwyth . . .	3
Smack <i>Martha Jane</i> , of Aberystwyth . . .	3
Schooner <i>Glanmarais</i> , of Beaumaris . . .	3
Schooner <i>Perseverance</i> , of Belfast . . .	6
S.S. <i>Liban</i> , of Nantes . . .	8
Lugger <i>Emerald Isle</i> , of Howth . . .	2
Brig <i>Elizabeth</i> , of Arklow . . .	5
Galliot <i>Ebenezer</i> , of Stavanger . . .	5
Brig <i>Danmark</i> , of Dragør . . .	10

The Pakefield No. 1, Caister, Winterton No. 2, Kessingland No. 2, Ramsey, and Ramsgate Lifeboats, had rendered the following services:—

—Smack *Alert*, of Lowestoft, saved vessel and six lives; barque *Cannmore*, of Dundee, assisted to save vessel and seventeen lives; s.s. *Napier*, of Shields, remained by vessel; schooner, *J. W. T.*, of Truro, rendered assistance; schooner *Countess of Caithness*, of Gloucester, saved vessel and four lives; and barque *Europe*, of Bordeaux, six lives saved.

[Accounts of most of these Life-boat services will be found on pages 629-632.]

Voted 97*l.* 10*s.* 6*d.* to pay the expenses of the Harwich, Berwick-on-Tweed, Winterton No. 2, Braunton, Lytham, Cardigan, Hastings, Southwold No. 1, Margate, Kingsgate, Seaton Carew, and Ilfracombe Life-boats, in assembling their crews or going out to the aid of vessels not ultimately needing their assistance.

The New Quay, Cornwall, Life-boat had also been taken afloat, but her services were not called into requisition.

Voted the Silver Medal of the Institution, and a copy of the vote, to Mr. RICHARD HEADON, Coxswain of the Clovelly Life-boat, who had been out in the Life-boat on all occasions when she had been afloat on service, and had assisted to save thirty-four lives, during the past twelve years.

Also 10*l.* in aid of the family of EDWARD GULLEY, late Coxswain of the Courtown Life-boat, who had died suddenly, leaving a widow and a family of young children. He had been connected with the Life-boat as first and second coxswain for fifteen years, and during that period he had assisted in the boat to save many lives.

Also 10*l.* in aid of the widows and families of two men—members of the crew of the Hope Cove Life-boat—who had been drowned by the capsizing of their fishing-boat on the 17th February.

Also 20*l.* to the crew of the Life-boat *Refuge*, of Gorleston, Suffolk, for saving, at very great risk, one man from the s.s. *Livadia*, of Shields, which had been totally wrecked on the Cross Sand during a strong E. gale and thick weather on the 1st of March.

Also 3*l.* to three men for putting off in a boat

from Whitton, Lincolnshire, and at great risk saving the crew of two men from the rigging of the keel *Henry*, of Doncaster, which had sunk on Whitton Sand, in the river Humber, during a fresh gale from the W.N.W., on the 18th February.

Also 3*l.* to six men for putting off in a boat at considerable risk, and endeavouring to save the crew of six men of a fishing-lugger of North Yell, which was seen to capsize near that place during a severe gale from the N.N.W. on the 21st July. The men, however, were unfortunately drowned before help could reach them.

THURSDAY, 4th May.

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.

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

2. Tenby, Ilfracombe, Morte Bay, Clovelly, Bude, Port Isaac, Padstow, Appledore (two Boats), Braunton, and Lynmouth.

4. Alnmouth, Boulmer, North Sunderland, Holy Island (two Boats), Berwick, Eyemouth, Dunbar, North Berwick, Ardrossan, Kildonan, and Irvine.

5. Middlesborough, Redcar, Saltburn, Runswick, Staithes, Uppang, Whitby (two Boats), Robin Hood's Bay, Scarborough, Filey, and Flamborough (two Boats).

Reported the receipt of 1,000*l.* from Mrs. J. H. ELLIOTT, of Leytonstone, to defray the cost of a Life-boat Station; the boat to be named the *J. H. Elliott*.

Decided that the best thanks of the Committee be given to the donor, and that her munificent contribution be appropriated to the Mundesley (Norfolk) new Life-boat.

Reported the receipt of 1,200*l.* from the readers of *The Boy's Own Paper*, through the Editor, G. A. HUTCHISON, Esq., to defray the cost of two Lifeboats, to be named respectively the *Boy's Own*, No. 1 & No. 2.

Decided that the thanks of the Institution be given to the donors for their generous contribution, and to Mr. HUTCHISON and his coadjutors for their valuable co-operation.

Also that the gift be appropriated to the new Life-boats at Looe, Cornwall, and Poole, Dorset.

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

	£.	s.	d.
Society for the Discharge and Relief of Persons imprisoned for Small Debts, additional	100	0	0
Profits from Penny Readings at Shepperton, per Rev. W. F. J. HANBURY	4	3	0
Proceeds of Recitals at All Souls' Schools, Hampstead, on 16th January, per F. E. A. CAVELL, Esq.	2	0	0

—To be severally thanked.

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

	£.	s.	d.
The late Miss MARIA JONES, of Waterloo, Lancaster, for a Life-boat, to be called <i>A Daughter's Offering</i>	1000	0	0
The late Mrs. A. G. STAMP, of Hull	50	0	0

The Committee expressed their deep regret at the death of Colonel TALBOT CLIFTON, who had long been a Vice-President of the Institution, and a liberal supporter of its funds.

Approved of the appointments of new Honorary Secretaries to the several Branches named hereafter, and decided that the thanks of the Institution be presented to the gentlemen who were retiring from Office, as follows, in acknowledgment of their long and valuable co-operation:—

Captain D. BORROWDALE, Whitehaven.

HENRY BURRA, Esq., Rye.

L. T. COBBOLD, Esq., Harwich.

W. EVERINGTON, Esq., Skegness.

JOHN MATHEWS, Esq., Penzance.

Rev. T. MCCLELLAN, Greencastle.

Rev. A. O. MEDD, Hauxley.

Mr. W. NICOL, Appledore.

C. RITSON, Esq., Burnham.

T. JONES STEVENS, Esq. (Hon. Treasurer), Plymouth.

Rev. R. TYACKE, Padstow.

Ordered that various works be carried out at the Poole, Hartlepool, Silloth, Irvine, Pakefield, and Withernsea Life-boat Stations, at an expense of 604*l.*

Paid 1,170*l.* 1*s.* 6*d.* for sundry charges on various Life-boat Establishments.

EDWARD BIRKBECK, Esq., M.P., Deputy-Chairman, suggested that the Institution might offer to provide owners or masters of decked fishing vessels with Aneroid Barometers at half-cost.

Two sample Aneroids were produced at the Meeting, made respectively by Messrs. Negretti and Zambra and Messrs. Dollond & Co.

Decided that fifty Aneroids be ordered of each maker, and that each instrument be offered to *bonâ-fide* owners or masters of decked fishing vessels, at a great reduction on the cost of it to the Institution.

Voted 75*l.* 16*s.* 6*d.* to pay the expenses of the Southwold No. 1, Hauxley, Arbroath, Harwich, Hayle, Carmarthen Bay, and Clacton Life-boats in rendering the following services:—

	Lives Saved.
Pilot punt <i>Ben and Louisa</i> , of Southwold	3
Fishing lugger <i>Belle</i> , of Blyth	6
Brigantine <i>Expedit</i> , of Forsgrund	6
Schooner <i>Henrietta</i> , of London	4
S.S. <i>Drumhendry</i> , of Glasgow	2
Yacht <i>Formosa</i> , of Carmarthen	5
Sloop <i>Nordstiernen</i> , of Hangesund	2

The Caister No. 1 Life-boat rendered assistance to the stranded *s.s. Consett*, of Sunderland.

Voted 73*l.* 4*s.* to pay the expenses of the Lowestoft No. 1, Broadstairs, Chapel, Montrose

No. 1, Tynemouth, Thorpe, Swanage, and Padstow Life-boats in assembling their crews or putting off to the aid of vessels which did not eventually need their assistance.

The Ramsgate and Winterton No. 2 Life-boats had also been taken out, but their services had not been required.

Voted the thanks of the Institution to Mr. ROBERT THOMAS DUNSEATH, of Belfast, and 11. to two boys for putting off in a small boat from Holywood, co. Down, and rescuing two men and a boy from a boat which had been struck by a heavy sea, and had capsized during a gale of wind from the W.S.W. on the 19th March.

Also 21. to a boat's crew for saving four men from a fishing-boat, of Annagassan, co. Louth, which had been struck by a squall and had capsized in Dundalk Bay on the 9th March.

Also 21. to four men belonging to Deal for saving the crew of five men of the fishing-boat *Alice*, of Dover, which had been swamped by a heavy sea and was in a sinking condition during a sudden gale from the N.N.W. on the 25th March.

Also 11. to two fishermen of Arbroath for putting off in a boat and rescuing a man from a small fishing trawler which had gone on the rocks at the harbour bar, Arbroath, and was breaking up, during a fresh S.E. breeze and a strong swell on the 18th April.

THE LIFE-BOAT.

BEEN out in the Life-boat often? Ay, ay, sir, oft enough.

When it's rougher than this? Lor' bless you! this ain't what we calls rough;

It's when there's a gale a-blowin', and the waves run in and break

On the shore with a roar like thunder and the white cliffs seem to shake;

When the sea is a hell of waters, and the bravest holds his breath

As he hears the cry for the Life-boat—his summons may be to death—

That's when we call it rough, sir; but, if we can get her afloat,

There's always enough brave fellows ready to man the boat.

You've heard of the *Royal Helen*, the ship as was wrecked last year;

Yon be the rock she struck on—the boat as went out be here;

The night as she struck was reckoned the worst as ever we had,

And this is a coast in winter where the weather be awful bad:

The beach here was strewed with wreckage, and to tell you the truth, sir, then

Was the only time as ever we'd a bother to get the men.

The single chaps was willin', and six on 'em volunteered,

But most on us here is married, and the wives that night was skeered.

Our women ain't chicken-hearted when it comes to savin' lives,

But death that night looked certain—and our wives be only wives;

Their lot ain't bright at the best, sir; but here, when the man lies dead,

'Tain't only a husband missin', its the children's daily bread;

So our women began to whimper and beg o' the chaps to stay—

I only heerd on it after, for that night I was kept away.

I was up at my cottage, yonder, where the wife lay nigh her end,

She'd been aillin' all the winter, and nothin' 'ud make her mend.

The doctor had given her up, sir, and I knelt by her side and prayed,

With my eyes as red as a babby's, that Death's hand might yet be stayed.

I heerd the wild wind howlin', and I looked on the wasted form,

And thought of the awful shipwreck as had come in the ragin' storm;

The wreck of my little homestead—the wreck of my dear old wife,

Who'd sail'd with me forty years, sir, o'er the troublous waves of life,

And I looked at the eyes so sunken, as had been my harbour lights,

To tell of the sweet home haven in the wildest, darkest nights.

She knew she was sinkin' quickly—she knew as her end was nigh,

But she never spoke o' the troubles as I knew on her heart must lie,

For we'd had one great big sorrow with Jack, our only son—

He'd got into tronble in London, as lots o' the lads ha' done;

Then he'd bolted, his masters told us—he was allus what folks call wild.

From the day as I told his mother, her dear face never smiled.

We heerd no more about him, we never knew where he went,

And his mother pined and sickened for the message he never sent.

I had my work to think of; but she had her grief to nurse,

So it eat away at her heartstrings, and her health grew worse and worse.

And the night as the *Royal Helen* went down on yonder sands,

I sat and watched her dyin', holdin' her wasted hands.

She moved in her doze a little, then her eyes were opened wide,

And she seemed to be seekin' somethin', as she looked from side to side;

Then half to herself she whispered, "Where's Jack, to say good-bye?"

It's hard not to see my darlin', and kiss him afore I die!"

I was stoopin' to kiss and soothe her, while the tears ran down my cheek,

And my lips were shaped to whisper the words I couldn't speak,

When the door of the room burst open, and my mates were there outside

With the news that the boat was launchin'.

"You're wanted!" their leader cried.

"You've never refused to go, John; you'll put these cowards right.

There's a dozen of lives, maybe, John, as lie in our hands to-night!"

'Twas old Ben Brown, the captain; he'd laughed at the women's doubt.

We'd always been first on the beach, sir, when the boat was goin' out.

I didn't move, but I pointed to the white face on the bed—

"I can't go, mate," I murmured; "in an hour she may be dead.

I cannot go and leave her to die in the night alone."

As I spoke Ben raised his lantern, and the light on my wife was thrown;

And I saw her eyes fixed strangely with a pleading look on me,

While a tremblin' finger pointed through the door to the ragin' sea.

Then she beckoned me near, and whispered, "Go, and God's will be done!"

For every lad on that ship, John, is some poor mother's son."

Her head was full of the boy, sir—she was thinking, maybe, some day

For lack of a hand to help him his life might be cast away.

"Go, John, and the Lord watch o'er you! and spare me to see the light,

And bring you safe," she whispered, "out of the storm to-night."

Then I turned and kissed her softly, and tried to hide my tears,

And my mates outside, when they saw me, set up three hearty cheers;

But I rubbed my eyes wi' my knuckles, and turned to old Ben and said,

"I'll see her again, maybe, lad, when the sea gives up its dead."

We launched the boat in the tempest, though death was the goal in view,

And never a one but doubted if the craft could live it through;

But our boat she stood it bravely, and, weary and wet and weak,

We drew in hail of the vessel we had dared so much to seek.

But just as we come upon her she gave a fearful roll,

And went down in the seethin' whirlpool with every livin' soul!

We rowed for the spot, and shouted, for all around was dark—

But only the wild wind answered the cries from our plungin' bark.

I was strainin' my eyes and watchin', when I thought I heard a cry,

And I saw past our bows a somethin' on the crest of a wave dashed by;

I stretched out my hand to seize it. I dragged it aboard, and then

I stumbled, and struck my forrud, and fell like a log on Ben.

I remember a hum of voices, and then I knowed no more

Till I came to my senses here, sir—here, in my home ashore.

My forrud was tightly bandaged, and I lay on my little bed—

I'd slipped, so they told me arter, and a row-lock had struck my head.

Then my mates came in and whispered; they'd heard I was comin' round.

At first I could scarcely hear 'em, it seemed like a buzzin' sound;

But as soon as my head got clearer, and accustomed to hear 'em speak,

I knew as I'd lain like that, sir, for many a long, long week.

I guessed what the lads was hidin', for their poor old shipmate's sake.

I could see by their puzzled faces they'd got some news to break;

So I lifts my head from the pillow, and I says to old Ben, "Look here—

I'm able to bear it now, lad—tell me, and never fear."

Not one on 'em ever answered, but presently Ben goes out.

And the others slinks away like, and I says, "What's this about?"

Why can't they tell me plainly as the poor old wife is dead?"

Then I fell again on the pillows, and I hid my achin' head;

I lay like that for a minute, till I heard a voice cry "John,"

And I thought it must be a vision as my weak eyes gazed upon;

For there by the bedside standin', up and well was my wife,

And who do ye think was with her? Why, Jack, as large as life!

It was him as I'd saved from drownin' the night as the Life-boat went

To the wreck of the *Royal Helen*; 'twas that as the vision meant.

They'd brought us ashore together, he'd knelt by his mother's bed,

And the sudden joy had raised her like a miracle from the dead;

And mother and son together had nursed me back to life,

And my old eyes woke from darkness to look on my son and wife.

Jack? He's our right hand now, sir; 'twas Providence pulled him through—

He's allus the first aboard her when the Life-boat wants a crew.

DAGONET, in the *Referee*.

NOTICE.

The next number of the *Life-boat Journal* will be published on the 1st November, 1882.

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.

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

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 29,050.

Donations and Annual Subscriptions are thankfully received by the Bankers of the Institution, Messrs. COURTIS 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, ADELPHI, LONDON, W.C.—August 1, 1882.