

# THE LIFE-BOAT,

OR

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(ISSUED QUARTERLY.)

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## ELECTRIC LOGS.

IN our last issue we gave a brief description of the ordinary ship's log, which has been in use during the last 275 years, and of patent logs also in use for the last half century. In continuation of that article, we have now to describe the latest instrument placed in the hands of the navigator, to automatically inform him, at any and every moment, the distance his ship has run from time to time—the electric log.

That wonderful, subtle, immaterial essence, termed electricity, which permeates all matter, and which science is year by year loosening from its hidden bonds, and subjecting and guiding to the use of man, has now been enlisted in the seaman's aid, and whilst it is carrying our very words and thoughts from continent to continent along the ocean's bed, is, or shortly will be, counting and recording the miles of those viewless tracks which unnumbered craft are cleaving through the surface of the azure main.

An electric log was invented and patented in 1876, by Mr. C. E. KELWAY, of Portsea. Others had been previously designed and patented, but failed on practical trial, and never came into use. Mr. KELWAY's log was similar in form and general character to the patent logs of Massey and Walker, and was towed, precisely as they are, from the stern of a ship. Its chief feature was the making and breaking an electric circuit by means

of a screw, or spindle, with spiral blades, revolving in the water in the same manner as Massey's and Walker's logs, and an electric battery connected with the stop-motion indicator. This log has been tried in several of Her Majesty's ships, but, we are informed, with unsatisfactory results, it being found difficult to prevent the ingress of water to within the cylinder, especially on a ship's way being stopped, when the log, sinking to the extent of the line, would necessarily be subjected to proportionately increased pressure. A train of wheels in the cylinder, connected with indicators or hands, showed the tenths, units, and hundreds of miles, precisely as in the patent logs above referred to.

We understand that Mr. KELWAY has now introduced a modification of his electric log, in which the electric apparatus is placed inboard, in a shaft or tube passing through the ship's bottom or side, whence the bladed screw is projected at will into the outside water, and rotates in proportion to the velocity with which the vessel is passing through it, as in the towing logs. The electric apparatus is, we believe, above the surface of the water, which latter, of course, rises in the open tube to the sea-level outside the ship.

Whether this arrangement will be open to the same objections that have been made to BERTHON's log, referred to in our last number, experience alone can determine.

We now come, however, to the latest electric log, which it is our object to more particularly describe. This log was invented and patented by Mr. R. M. LOWNE, scientific instrument maker, and is brought out by Messrs. DOLLOND, of St. Paul's Churchyard, the old-established and well-known manufacturers of optical, astronomical, and scientific instruments.

By this invention, the distance a ship travels through the water is continuously and accurately registered, by means of dials and indicators, in any part of the vessel, or in any number of places at the same time from the same log. The log and apparatus are of a very durable and extremely simple character, not liable to get out of order, and easily managed. The rotating log in the sea telegraphs to the indicators, and registers on board every tenth of a mile travelled, about one

hundred and eighty revolutions of the log being equal to the tenth of a mile. The telegraphing mechanism of the log is hermetically closed within the log itself, so that sea-water cannot possibly gain admittance.

*The line, to which the log is attached, does not rotate, but contains the necessary wires, properly insulated, for conducting the current of electricity to the indicators on board.*

The log may remain overboard during an entire voyage, the hauling in for adjustment and register being unnecessary, thereby effecting a great saving of labour.

Should the log become fouled, it would be immediately detected by means of the indicators (one of which should be placed close to the ship's compass, where it would be constantly under the eye of the man at the wheel), thereby avoiding un-

FIG. 1.



discovered and accumulative errors possible with all other mechanical logs, which may become fouled and remain so a considerable time before being discovered. This log is so constructed that the weight is much greater at the end attached to the line, while the end furthest from the line is an air-chamber: the great advantage thus gained is, that the log will not tow out of the water even with only ten fathoms of line, but is inclined to dive, the more so the quicker it is drawn through the water. In the neck of the log are placed friction-wheels, which reduce the friction to a minimum, and ensure uniformity of motion; whilst the neck of the log, together with the friction-wheels, are covered with a tube of brass, and this again is strongly attached to the line by a ball-and-socket joint.

The electricity is generated by a one-cell Leclanche battery, and so small is the quantity of electricity expended at

each contact, that it would take years to exhaust the same, so that there need be no fear of the apparatus requiring frequent attention.

Both the tow-line wires and the wires used for conducting the electric current inboard are thoroughly insulated, after which the covering is subjected to a preparation of ozokerite, which has been proved to resist the action of sea-water.

The log will also be invaluable in ascertaining the rate of currents in channels, &c., under all conditions of weather, the results being telegraphed on shore and recorded by the indicators in any convenient place.

Another use to which this invention can be applied is the registration of wind currents, or, in other words, it could be applied to the anemometer.

Fig. 1 represents the log attached to the tow-line. It is important to notice that the cylinder in front of the fans does

not rotate; this motion commences at the break immediately in front of the fans; the front cylinder is merely a covering for the friction-wheels and insulated wire, as well as forming a good finish to the log itself.

FIG. 2.

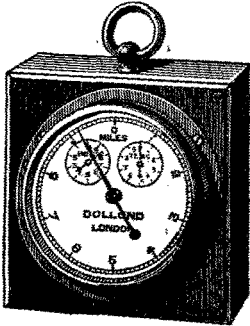


Fig. 2 represents the face of an indicator; the outer circle is divided into

tenths of a mile, and the whole circle makes up a total of ten miles, the two smaller dials taking up the enumeration, one to 100 miles, and the other to 10,000 miles.

The cost of DOLLOND's log is 15*l.* 15*s.*, including the tow-line, battery, recording indicator, &c., necessary for fitting up a vessel. That of Mr. KELWAY is, we understand, very much more, besides, in his last design, having the disadvantage of requiring an open tube, several inches in diameter, passing through the ship's bottom or side, below the surface of the water. DOLLOND's patent electric log has been tested on several voyages with, we are informed, very satisfactory results. Whether, or to what extent, it will prove to possess advantages over KELWAY's log, time only can show.

### HARBOURS OF REFUGE.

THE important question of providing harbours of refuge on exposed parts of the coast, where natural harbours are not to be found, to which merchant vessels and fishing-boats could run for safety in gales of wind, has once more cropped up, after having remained in abeyance for a long period.

In 1857 the attention of the House of Commons and of the Government having been urgently called to the need of harbours of refuge on various parts of the coast of the United Kingdom, where Nature had not provided them, a Select Committee was appointed to inquire into the subject. In the autumn of 1858 a Royal Commission, composed of distinguished practical men, naval and others, with Rear-Admiral James Hope as their Chairman, was nominated to complete the inquiry of the Select Committee, and authority was given to it, or to any three or more of its members, to visit and personally inspect such harbours and shores of the United Kingdom as they

might deem advisable, and to examine and take evidence from all parties concerned.

Having visited all those parts of the coast where harbours of refuge had been proposed, and procured all the local information regarding each that was obtainable, they furnished their Report to Her Majesty on the 3rd March, 1859.

We published a summary of that Report, with comments on it, in the 37th Number of this Journal, July, 1860, and there would now be no advantage in repeating them, since the recommendations of the Report have not been carried into effect.

It will suffice to state that they decided to arrange the needs of the coast under two heads; under the first including harbours "required on such parts of the coast as, being much frequented, are without any adequate place of safety into which vessels can run if overtaken by storms," and they quoted Holyhead, Kingstown, and Portland as instances of their

great utility, and denominated them Harbours of Refuge.

Under the second head they placed those "rendered necessary for the purposes of saving life, by the entire want of other than tidal or bar harbours on an extensive line of coast, much exposed to heavy on-shore gales, and the most largely frequented by the class of shipping least capable, under such circumstances, of keeping off a lee shore." Harbours of this class they termed "Life Harbours."

Their area and classification had reference to the parties on whom the cost of such works should fall, which they arranged under three heads:—

1st. Where there should be an entire or virtual absence of local interest at the place selected for the site of a harbour, and therefore where the benefit accruing from its construction would be confined to the passing trade—that there the benefit should be considered national, and the expense of its construction be solely defrayed from the public funds, the cost of maintenance being met by a moderate due on the vessels frequenting it, or in default of the same, by an annual vote for the purpose.

2nd. Where there shall be local interests of considerable amount, and therefore where the benefit from the construction of a harbour would be divided between the passing and the local trade—that the cost of construction should be defrayed partly by a grant and partly by private funds, the amount assigned to each being proportional to the benefit derived.

3rd. Where there should be a comparatively small amount of benefit conferred on the passing trade, and the local interests be very large, and the benefits to the passing trade be little more than incidental—that the benefit should be considered as purely local, and the expense be locally defrayed; but that, in some special cases, a loan might be granted on undoubted security, proportionate in amount to the degree of refuge derived by the passing trade.

The Commissioners then specified several

places in England, Ireland, and Scotland where they recommended that new harbours should be made, or existing ones improved, and stated the amount which they proposed might be granted from the public fund, and that to be locally raised in each case. The total estimated cost of the proposed works was 3,990,000*l.*, of which sum they recommended that 2,365,000*l.* should be defrayed from the public fund, and that 1,625,000*l.* should be locally raised.

Amongst their recommendations was that of the formation of a National Harbour of Refuge at Filey, on the Yorkshire coast, at a cost of 800,000*l.*, from the public fund, being solely for the benefit of the passing trade.

As stated above, the recommendations of the Royal Commission were not carried out, the exigencies of the public service and other pressing demands on the public purse requiring an indefinite postponement of the question.

This important and national subject has, however, indirectly cropped up again through the necessity of finding suitable labour for our convicts, and has been prominently brought to the notice of the general public in a leading article in *The Times*, from which we extract the following passages:—

"The approaching completion of the great public works upon which convicts have been employed for the last thirty years has brought before the Government, though in a greatly modified form, the problem which called for solution at the beginning of that period. It is necessary to find occupation which shall be healthy, useful, disciplinary, and suited to the conditions under which convict labour can alone be employed. It is in our favour in dealing with the matter that the whole machinery is in working order and only raw material has to be sought. It is even more in our favour that the mass of convicts to be dealt with is far smaller than even sanguine reformers ventured to hope in 1850. Yet the question is not altogether simple, even as things are. Though there is abundance of work waiting to be done which at the first glance seems appropriate enough for the employment of prisoners, our choice is limited in practice by disciplinary and economic considerations. The work must be in a locality

where a convict establishment can be set up without risk either to the public or to the management of the prisoners. It must be extensive enough to give continuous employment to a considerable body of men for a number of years; and it ought to be of national utility, and of a kind which would not pay if undertaken in any other way. A committee was appointed to consider the subject, and its report, with appendices, maps, and minutes of evidence, has recently been published. From these it appears that the schemes submitted to it for the employment of prisoners may, with one or two exceptions, be classed under two heads, the construction of harbours of refuge, and the reclamation of land.

"At present, however, there is no pressing need to attempt work of the last named kind. There are two large schemes of harbour construction, each of which completely fulfils the conditions of convict employment. One is the throwing out of large breakwaters at Dover to form, with the existing Admiralty Pier, a harbour suitable for the use of the navy, as well as of ships seeking shelter from stress of weather in the Channel. There is suitable ground behind the castle for the erection of the necessary prison buildings, and there are besides considerable local funds available as contributions to the cost of the undertaking.

"On behalf of the Dover scheme it is urged that a harbour is called for not only for naval purposes, but for the accommodation of the great and growing Continental commerce. Modern improvements render it more and more important that there should be some coaling station between Sheerness and Portsmouth for the fleet, while a new port of embarkation for troops is also loudly called for by the great inconvenience and delay caused by the use of the existing dockyards for this purpose.

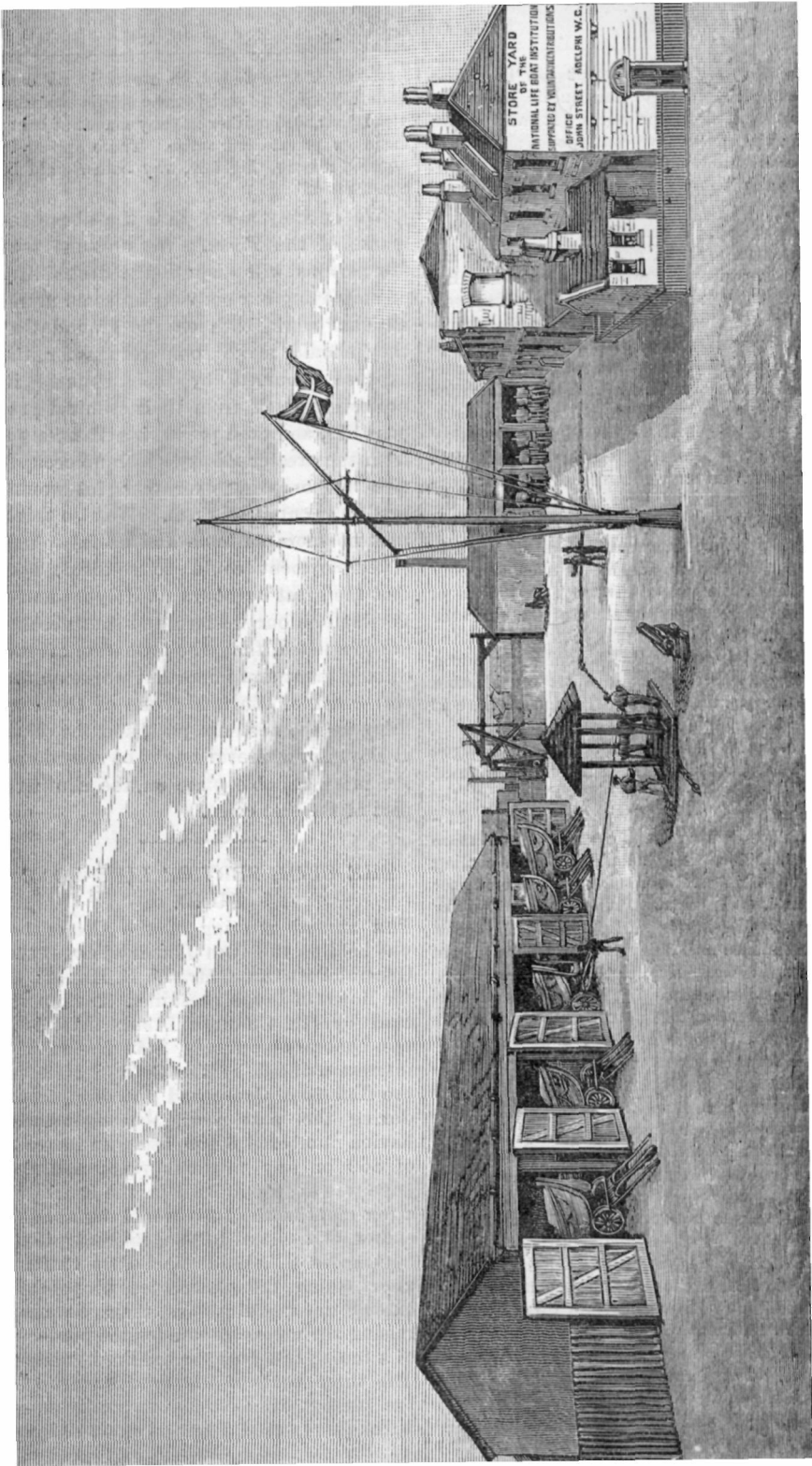
"The other great project is the construction of a large harbour of refuge at Filey, on the Yorkshire coast. This is even better adapted than Dover for the purposes of a convict settlement, and there can be no question of the utility of a harbour on that exposed and dangerous coast. There is no shelter for vessels from the Humber on one side to the Tyne on the other; while there is no port in which we could concentrate a fleet for a yet greater distance. Yet it may be fairly urged that steam has so far altered the conditions of warfare, and political changes those of the balance of power in Europe, that a strategical centre of the kind is urgently needed on a portion of our coast within three hundred miles of the entrance to the Baltic. A stronger argument for a harbour at Filey is, however, the unprotected condition of the large fishing population of the East Coast, and the very large percentage of wrecks that occur within a radius of sixty miles. Both the Dover and Filey

harbours are needed, both are truly national undertakings, both satisfy the conditions of convict labour, and neither has any chance of being made by private enterprise. There appear to be good reasons, therefore, why both should be constructed."

We entirely agree with the above remarks of the *Times*. We presume that few persons will dispute the desirability of employing our convicts on some useful national work, both on the ground that they should make some return for the expense incurred by their country in protecting itself from their criminal propensities, and even preserving themselves from the greater misery which no occupation but brooding over their lot would, infallibly, entail on them. We also think that no more suitable and useful sphere of employment could be selected, now that the great harbours at Holyhead and Portland on our western and south coasts are completed, than the formation of two equally great and important works on the east coast of England; one of them at Filey for the northern part, and the other at Dover, or wherever might be considered the most suitable place on the southern part of the east coast.

#### THE CIVIL SERVICE LIFE-BOAT FUND.

THE annual meeting of the Committee was held on the 10th January last, at the General Post Office, Mr. W. H. HAINES, of the House of Lords, presiding. The report, read by Mr. CHARLES DIBDIN, F.R.G.S., the honorary secretary, stated that the interest evinced by the Civil Service in the Life-boat Cause had not diminished during the past year, the subscribers having numbered 6,400, being an increase of 860 on any previous year; and the hope was expressed that in the course of a few months the fund would be able to endow, at a cost of 1,000*l.*, its boat "Civil Service No. 3," stationed at Port Patrick, after which the Committee propose to extend the usefulness of their work by raising the necessary sum for the purchase of a fourth Life-boat for the English coast. The three boats of the fund have up to the present time attended twenty-seven wrecks, and saved 5 vessels and 149 lives.



THE LIFE-BEAT STORE-YARD OF THE NATIONAL LIFE-BEAT INSTITUTION AT POPLAR, LONDON.

### THE STORE-YARD OF THE NATIONAL LIFE-BOAT INSTITUTION.

THE annexed engraving represents the Store-yard of the NATIONAL LIFE-BOAT INSTITUTION. It comprises sheds for stowage of Life-boats and their carriages, a rigging loft and ample store-rooms, an office for the storekeeper in charge, and two cottages for the chief and senior assistant riggers, whilst the yard opens on the bank of the Limehouse Cut Canal, in which the harbour trials of new Life-boats take place, and their stability, self-righting and other qualities, are tested before being sent to their stations.

On the left hand is a roomy shed with space for seven Life-boats on their carriages, in which new boats, either spare or waiting for transmission to the coast are placed, whilst in the centre of the sketch is another equally convenient one, with room for six boats and carriages, in which spare boats and others returned from the coast for repair, alteration, or for examination before being condemned and broken up, are ordinarily stowed.

On the right hand are the rigging loft, store-rooms for rope, and other gear, life-belts, &c., in which an ample supply is always kept ready for prompt transmission to the coast as required. Whilst in the foreground on the right are the riggers houses.

At the further end of the yard, on the

left-hand side, will be observed a large crane, by which the Life-boats are hoisted in and out of the canal on occasions of their harbour trials, and capsized to test their self-righting property.

Until about five years ago the Life-boats of the Institution were all fitted at its boat-builder's yards, the ropes and other gear of each boat being separately ordered from the manufacturers. But it was then felt that the fleet of the Institution had attained such magnitude and importance, that to maintain the equipment of 272 Life-boats in a state of thorough efficiency, the time had come for the Institution to establish a store-yard of its own, placed under the charge of a responsible officer as a store-keeper, with resident riggers, whose undivided time and attention should be devoted to its work.

Fortunately the Committee were enabled to meet with the premises we are now describing, a long lease of which was obtained, at a moderate cost, and which, with an outlay of a few hundred pounds, were made in every way suitable and convenient for the purpose for which they were required.

The yard is situated in Poplar, Limehouse, London.

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

CASTLETOWN, ISLE OF MAN.—At about one o'clock on the afternoon of Sunday, 1st October, 1882, the brigantine *Eugenie Auguste*, of Castletown, bound for that port from Runcorn with a cargo of coal, was observed to be labouring heavily and dragging her anchors in Derby Haven Bay, during a heavy gale of wind from the S.W. She was carefully watched from Castletown, in case she should require any assistance, and after a short time

was seen to hoist a flag of distress. The Life-boat was at once taken on her transporting carriage to Derby Haven Bay, where she was launched, and proceeded to the vessel. It was found that the crew, consisting of five men, were desirous to be extricated from their perilous situation, and accordingly they were brought ashore in the Life-boat. Before leaving the vessel the master, on the recommendation of the coxswain of the Life-boat, ran out more

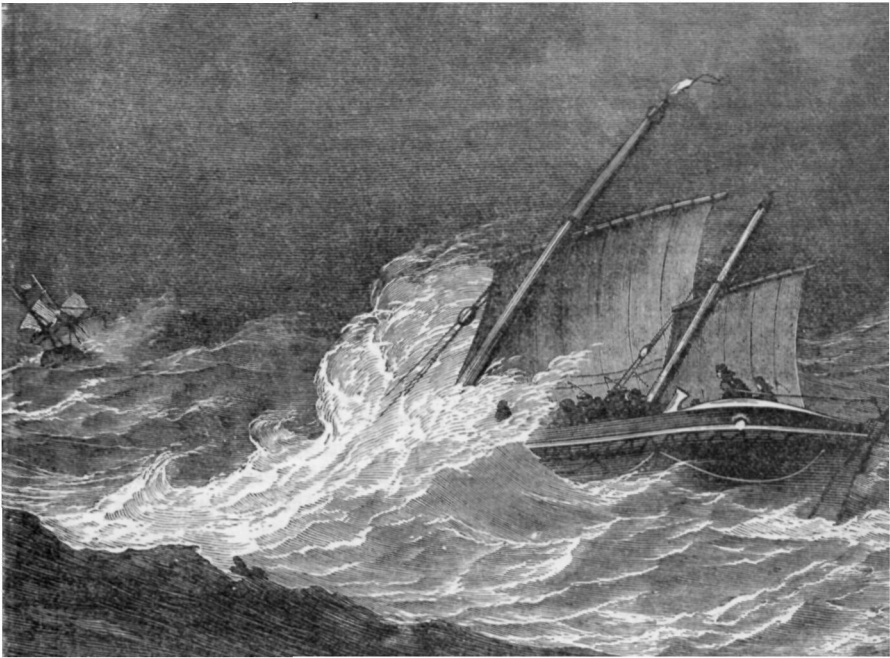
chain, and secured it round the mast. Happily the vessel rode out the gale, and the crew having been placed on board again, she was brought safely into harbour.

**HOLY ISLAND.**—At 9.30 P.M. on the 13th October, signals of distress were seen on Goswick Sands. The *Grace Darling* Life-boat was launched, and found the *Preston*, a large screw steamer, of West Hartlepool, ashore there. At the master's request the Life-boat remained

by her for a considerable time, and also rendered assistance in laying out an anchor.

On the morning of the 4th December, the same Life-boat brought safely to land a fishing coble and her crew of four men, who had been caught in a gale from the E.S.E., and were in much peril.

**PETERHEAD, N.B.**—On the afternoon of Sunday the 15th October, during a S.S.E. wind and a heavy sea, a barque—which proved to be the *Fortuna*, of Arendal,



Norway, bound from Aberdeen to that port in ballast—came in sight off Buchanness, and as she was showing a flag of distress the Life-boat *People's Journal* No. 1 was launched and proceeded to her assistance. There was some difficulty in getting alongside, as the vessel, which had lost her sails, was rolling very heavily; but eventually the whole of the crew, consisting of ten men, were taken on board the Life-boat and brought safely into Peterhead Harbour. During the night the barque's cables parted, and she drove ashore about five miles north of Peterhead and became a wreck.

**BALLYWALTER, Co. DOWN.**—Intelligence was received at 1.30 A.M. on the 19th October, that a vessel was ashore in the vicinity of Table Rock. A fierce gale was then blowing from the S.E., with much rain, and the sea was very heavy, with tremendous surf breaking on the rocks. The crew of the *Admiral Henry Meynell* Life-boat assembled, and the boat was taken along the beach on her carriage until she arrived opposite the vessel's lights, when she was launched, and was fortunately successful in rescuing the shipwrecked crew, consisting of nine men. The vessel was found to be the brig *St.*



*George*, of and from Maryport, bound to Doboï, Turkey, in ballast.

At midnight on the 12th November it was reported that a vessel had gone on the Long Rock. The Life-boat's crew were summoned, and the boat proceeded to the vessel and brought ashore her crew of three men. She proved to be the schooner *John and Ann*, of Runcorn, from Port Dinornic to Belfast, with slates. The night was at times very dark, with most violent and thick hail and rain, a strong wind from the S.E. was blowing, and it was bitterly cold.

ALDBOROUGH, SUFFOLK.—On the 24th October the schooner *Rambler*, of Folkestone, was seen to be running for the shore at Aldborough with a flag of distress in her rigging, during a heavy gale of wind from S.S.W., and a very rough sea. She struck on the shoal and began to break up, which compelled the crew to take to the rigging. The Life-boat *George Hounsfeld* put off, and with great difficulty saved four men. One of the crew—a boy—had been unfortunately drowned before the Life-boat arrived. Shortly after the men had been rescued the vessel's masts went by the board.

SOUTHEND, ESSEX.—During a strong gale of wind from the S.W., and a heavy sea, at 11.30 A.M. on the 24th October the brig *August*, of Griefswold, Prussia, signalled for assistance, having lost her masts and anchors. The *Boys of England* Life-boat put off to her aid, and assisted to bring her into a safe position. She was bound from London to Newcastle in ballast, and had a crew of seven men.

GORLESTON, SUFFOLK.—On the afternoon of the 24th October, the *Sisters* fishing vessel, of Gorleston, was making for the harbour on the ebb tide, the wind at the time blowing a very heavy gale from the S.S.W., right out of the river. A rope was thrown from the vessel to some men on the pier, but it broke, and she drifted to the north side of the harbour, when nine of her crew climbed on the north pier, leaving one hand—a lad—on board. The boat was then blown out to sea, but was brought up by the anchor, which had fortunately been let go after the boy had paid out all the chain.

The Life-boat *Leicester* took out a rope to the vessel, by means of which she was towed into safety, the boy being brought ashore in the Life-boat.

RAMSGATE.—At 3.15 P.M. on the 24th October, during a gale of wind from the W.S.W. and a heavy sea, signals of distress were shown by the *Gull Light vessel*. The Life-boat *Bradford* was manned, and went out in tow of the harbour steam-tug *Aid*. They spoke the *Gull Lightship*, and having ascertained that there was a vessel ashore on the S.E. part of the Goodwin Sands, they at once steered in that direction. On arriving at the sand the Life-boat was slipped from the tug, and having let go her anchor, she was veered down to the vessel, which was found to be the yacht *Arab*, of Poole, from Boulogne to Dover. She had nine persons on board, all of whom were taken into the Life-boat, which then made for the steamer, and was towed back to Ramsgate Harbour, arriving at 7 P.M. The yacht became a total wreck.

On the evening of the 28th October, a flare was seen in the direction of the Brake Sand. A fresh gale of wind was then blowing from the N.N.E. with rain, and there was a heavy sea on the sand. The Ramsgate Life-boat was at once got ready, left the harbour under sail, and proceeded direct to the vessel, which proved to be the schooner *Bechill*, of Shoreham, bound from Seaham to Shoreham with a cargo of coal. The Life-boat got alongside her, took off four men who were on board, and was then towed back to her station by the harbour steamer. Three of the schooner's crew had taken to their boat before the Life-boat arrived, and had unfortunately been drowned.

The Life-boat and steam-tug also proceeded out at 6.15 A.M. on the 13th November to the aid of the barque *Mina*, of Kalmar, Sweden, bound from Shields to St. Vincent with coal, which had gone ashore on the Brake Sand during a fresh E.S.E. wind and a somewhat heavy sea. On arriving near the vessel the Life-boat was slipped, and proceeded alongside. Four of her crew went on board to try to save the vessel, but they were unable to do so as she was striking heavily on the sand, and was filling with water. The crew of ten men were then taken into

the Life-boat and brought safely to Ramsgate.

On the 28th November, during a strong N.W. wind and a very heavy sea, a brig was seen riding in broken water near the Goodwin Light vessel, with a flag flying at her main gaff. The *Bradford* Life-boat was manned, and left the harbour at 8 A.M. under sail, proceeded towards the vessel, and when about six cables distant saw her list to starboard and sink. The Life-boat made for the wreck, and ultimately succeeded in rescuing three of the crew from the maintop. Four men had unfortunately been drowned. The Life-boat was then towed back to Ramsgate. The wrecked vessel proved to be the brig *Percy*, of Riga, from Sunderland to Southampton with coal.

At about 7.35 P.M. on the 28th November, signals from the North Sand Head and Gull Lightships were seen, and the Life-boat and steam-tug proceeded through the Cudd Channel to the North Sand Head. They saw a flare from a vessel on the sand, and on the Life-boat getting alongside she found it was the ketch *Harriet*, of Goole, bound from Hartlepool to Poole with coal. The Life-boatmen having been requested to assist to get the vessel off, some of them went on board, let go her anchor, and made sail. The boat then remained by her until the rising tide caused the sea to break over the vessel and boat, when it was thought prudent to take off those on board the former. The master, his wife and three children, and the crew of three men were therefore taken into the Life-boat and put on board the tug.

During this time the schooner *Venus*, of Exeter, bound from Shields to Teignmouth with coal, also ran on the sand. The crew took to their boat and boarded the steamer. With some of the Life-boat crew they afterwards returned to their vessel, and with the assistance of the steamer she was taken into Ramsgate Harbour.

The Life-boat again proceeded to the ketch, which fortunately floated with the rising tide, and some of the Life-boatmen then boarded her, made sail, and stood in towards the land. The *Aid* came out again, and, taking her in tow, got her safely into Ramsgate Harbour at 4.15 A.M.

At 12.30 A.M. on the 18th December, the smack *Alicia* brought news of a vessel

having gone ashore on the Kentish Knock Sand. The Life-boat *Bradford* at once proceeded, in tow of the harbour steamer *Vulcan*, through the Cudd Channel, and steered straight for the Kentish Knock Sands, which are about twenty-five miles distant from Ramsgate. On nearing the Lightship, signals were shown from her, and a vessel was seen showing a flare abreast of the middle buoy. The Life-boat was got into a good position, slipped from the tug, and sailed towards the wreck through a very heavy sea, and with some difficulty succeeded in taking off her crew, numbering thirteen men. The sea was breaking right over the wreck, and her foremast, mainmast, and mizen topmast were lying alongside. The Life-boat and steamer arrived back in the harbour at 11.15 A.M. The wrecked vessel was the barque *Egmont*, of South Shields, bound from Sfax to Leith with a cargo of esparto grass.

MARGATE.—At 1 A.M. on the 28th October, during a gale from the E.N.E. and a very heavy sea, it was reported that a barge was ashore opposite Birchington, and that men could be seen in the rigging. The *Quiver* Life-boat was launched, proceeded to the vessel, and rescued her crew of two men, who were in a very weak condition, having been in the rigging since 1 o'clock on the previous day. The barge became a total wreck; she was the *John*, of Faversham, with a cargo of stone.

LOWESTOFT.—During a heavy gale from the N.E., on the 28th October, several shipwrecks, with loss of life, took place off Lowestoft. At about 11 P.M. the *Samuel Plimssoll* Life-boat, after much regrettable delay and difficulty, was launched and proceeded to three vessels which were ashore at the back of the south pier, and succeeded in rescuing seventeen men, viz., eight men from the brig *Mornington*, of Colchester; eight from the brig *Susannah Dixon*, of Whitby; and one man from the brig *Iris*, of Whitby.

At about 7 o'clock on the following morning flares were shown by a vessel in distress in Corton Roads. The wind was blowing from the N.E., and the sea was rough at the time. The Lowestoft Life-boat proceeded to her assistance, and found she was the ketch *Evening Star*, of Hull,

bound from Kirby to London with coal. With the aid of a tug, the vessel, which had been partly dismasted, was brought into Lowestoft Harbour. She had a crew of three men.

At 9 A.M. on the 14th November, the same Life-boat proceeded, in tow of a steam-tug, to the assistance of the Norwegian barque *Burthon*, which had gone on the Holme Sand. On reaching the vessel she was found to be breaking up. The Life-boat boarded her, and, with much difficulty, succeeded in saving the crew, consisting of eight men, and brought them safely to Lowestoft, in a very exhausted state. The wind was blowing a gale from the E.N.E., and there was a very heavy sea. Very soon after the men were rescued, the vessel became a total wreck.

On the 14th November, at 2.30 P.M., the Life-boat proceeded to the brig *Harkaway*, of Shoreham, which was riding to the southward of the harbour with a flag for assistance. The Life-boat assisted to get a rope from her to a tug, and slipped her anchors, and she was then towed safely into Lowestoft Harbour. The boat then went to the brigantine *Wilhelmina*, of Exeter, and assisted in slipping her anchors, after which she also was towed into the harbour. The wind was blowing a strong gale from the E.N.E., accompanied by a very heavy sea at the time.

On the following morning the Life-boat went out before daybreak, during a strong E.N.E. wind and a heavy sea, to the schooner *Jane*, of Faversham, which was showing flares in the South Roads, and brought ashore the master's son and one of the crew.

CARDIGAN.—About 2 P.M. on the 1st November it was reported that the smack *Ellen*, of Milford, which had during the day come up from the westward, and had brought up in the bay outside the bar, had hoisted a flag for resistance, and that she was riding very heavily, and, in fact, going right under the heavy seas. The crew of the *John Stuart* Life-boat were summoned, and proceeded to the Station, but by the time they reached the boat-house the wind had veered round to the W., and as the vessel then had a little shelter, the flag was hauled down. The Life-boat crew, however, remained and watched the ship, as the weather was still

very threatening. Soon afterwards the wind changed, and blew a strong gale from the N.N.W., and the sea rose exceedingly high. The ship was then on a lee shore. She commenced to drag her anchors and drift towards the bar, and her crew then hoisted the flag again for assistance. As darkness was coming on, the Life-boat was launched, and, after a heavy pull of nearly an hour's duration, she reached the smack, took off her crew of three men, and brought them safely to land.

On the evening of the 10th November a mounted messenger arrived, and reported that a vessel was riding at anchor in the bay outside the bar, and making signals for the Life-boat. The wind was blowing a gale from the N.N.W. at the time. The crew of the *John Stuart* Life-boat were mustered, and at once proceeded to the vessel, which proved to be the brig *Wellington*, of Aberystwyth. She was labouring very heavily, and as there was no sign of the storm abating, it was feared that she would founder or part her cables, and drive on the bar, where there would be no chance of saving life. Her crew of ten men and a pilot were accordingly taken into the Life-boat, and brought safely ashore.

RYE, SUSSEX.—During a strong gale from the W.S.W. and a heavy sea, on the 4th November, the s.s. *Matin*, of Sunderland, in ballast, was driven ashore off Camber, at 2.30 A.M. The Life-boat *Mary Stanford* went to her assistance, and, after great exertions, succeeded in getting alongside, and rescued fourteen men. After landing, it was found that some men still remained on board, and the Life-boat again went off to her, and brought two men safely ashore.

TORQUAY.—About 9 P.M. on the 5th November, during a W.N.W. gale, it was reported that signals of distress were being shown by a vessel in the offing. The *Mary Brundret* Life-boat was launched, and on reaching the vessel, which was about eleven miles from the shore, and still drifting, she was found to be the barque *Eden*, of Liverpool. She was in a leaky condition, part of the cargo and provisions had been thrown overboard, and her crew were in a most exhausted condition. The captain and crew expressed

themselves much relieved by the presence of the Life-boat, and as the gale had somewhat abated, the master requested the Life-boatmen to assist to get the vessel into port. Some of the crew then went on board to help in working the ship, the pumps having to be kept going during the night and the following day. Eventually the ship, which carried a crew of seventeen men, was taken safely into Dartmouth Harbour, about 4 o'clock on the afternoon of the 6th November.

**HOLYHEAD.**—On the 5th November, at about 9.40 P.M., signals of distress were shown by the s.s. *Rydat Hall*, of Liverpool, which had stranded on the Cliperia Rocks during a gale of wind and a heavy sea. The Life-boat *Thomas Fielden* put two pilots on board, who took charge of the vessel; the Life-boat then remained by her, and, with the assistance of four steam-tugs, she was got afloat. She was on a voyage from Liverpool to Bombay, with a general cargo.

**ARKLOW, IRELAND.**—On the 9th November, at 6 A.M., it was reported that the fishing lugger *Steamboat*, of Arklow, which had proceeded to sea on the previous evening, had been overtaken by a heavy N.N.W. gale, which had sprung up at midnight, when she was about six miles E. of Arklow, and that she had lost her mast. She had been taken in tow by a larger boat, and brought in shore as far as the other boat was able to tow her, and had then dropped anchor. The *Out Pensioner* Life-boat proceeded to her assistance, placed six men in her, and took her crew of four men, who were much exhausted, into the Life-boat. A jury-mast was then fitted, and the boat was brought safely ashore.

**SELSEY, SUSSEX.**—The *Four Sisters* Life-boat was launched about 5 P.M. on the 13th November to the aid of the barque *Saraca*, of Glasgow, which had stranded on the Outer Owers during a moderate gale of wind from the E. and a very heavy sea. The vessel was ultimately got afloat, and the Life-boat accompanied her to Portsmouth.

**FISHGUARD, SOUTH WALES.**—On the afternoon of Wednesday, the 15th November, while the wind was blowing fresh

from the S.S.E., fifteen vessels came to anchor in the bay, being unable to get round St. David's Head. Some were in the most exposed and dangerous part of the bay, and early on the following morning the wind changed to the N.N.E., and for a short time blew a fresh gale, which rendered the position of many of them most critical. At about 5 o'clock the look-out man at the Coastguard Station observed two of the vessels burning blue lights, as signals of distress. He immediately informed the coxswain of the Life-boat *Helen of Foxley*; the crew were summoned, and the boat was launched, proceeded to the schooner *Iona*, of Padstow, and as the master and crew—five in all—wished to leave the vessel, they were taken into the Life-boat. The Life-boat then went to the schooner *Mary*, of St. Ives, and took off her crew of five men; then to the schooner *Rose*, of Carnarvon, rescued her crew of three men, and afterwards went to the smack *Gander*, of Cardigan, and took off her crew of three men. These sixteen men were landed at Goodwick Quay. Signals were then shown from some of the other vessels, and the Life-boat went out four times and took off the crews, numbering in all thirty men, from the schooners *Elizabeth*, of Aberystwyth; *Victoria*, of Beaumaris; *Charles*, and *Jane Anwyl*, of Carnarvon, and smack *Mary Ann Jane*, of Carnarvon; schooners *Istwyth*, of Carnarvon, and *Korkinour*, of Beaumaris; and smacks *Commerce*, *Ocean*, *Rapid*, and *Margaret*, of Cardigan. Forty-six men were thus brought ashore by the Life-boat, all being safely landed by 11 A.M.

Shortly after 4 o'clock on the afternoon of the 5th December, a signal of distress was seen flying from a schooner at anchor in the bay. The same Life-boat was launched, and proceeded to the vessel, which proved to be the *Llaethliw*, of Newquay. She was riding heavily, and as the gale had been steadily increasing all day, with a heavy sea, and as there was every prospect of a stormy night, the crew of four men wished to be brought ashore, and they were therefore taken into the Life-boat. There were also another schooner, the *John Stonard*, and the brigantine *Xanthus*, both belonging to Aberystwyth, at anchor in the bay, and they also signalled for the Life-boat. The boat therefore proceeded to them,

took off the crews of four men from the schooner and six men from the brigantine, and landed them all at Goodwick Quay.

GILES' QUAY, DUNDALK.—The brigantine *Jean Anderson*, of Dundalk, bound from Ardrossan to Dundalk with coal, was seen ashore on the east side of Dundalk Bar with a signal for assistance flying, at 8 A.M. on the 18th November. The wind was blowing from the S., the weather was stormy, and the sea was running high. The Life-boat *James Thomas* put off to her assistance, and remained by her until about 1.30 P.M., when, at the request of the crew, they were taken into the Life-boat and landed at Dundalk Quay. They numbered six men.

PAKEFIELD, SUFFOLK.—The barque *Nimrod*, of Liverpool, was seen to be burning flares on the Holm Sand at 7.30 P.M. on the 18th November, during a gale of wind from the S. and a high sea. The No. 1 Life-boat *Two Sisters, Mary and Hannah*, was launched, proceeded to the vessel, and rescued her crew, consisting of seventeen men and a pilot. The barque, which was bound from Grimsby to Valparaiso with coal, became a total wreck.

WEXFORD, IRELAND.—On the 18th November at 8 A.M., while a strong wind was blowing from the S., signals of distress were observed flying from a vessel which had grounded on the south side of Wexford Bar. The No. 1 Life-boat *Ethel Eveleen* immediately put off in tow of the steam-tug *Ruby*, and after proceeding for about two hours through a very heavy sea, the tug's hawser was slipped and the boat ran in under oars. On arriving alongside, the ship was found to be full of water, the sea sweeping right across her. She proved to be the *America*, of Quebec, bound from that port to Wexford. Her crew, consisting of eight hands, after much difficulty, succeeded in getting on board the Life-boat, and were safely landed at Wexford.

At about 7 P.M. on the 20th November, during a strong gale from the N.W., signals of distress were seen in the direction of Wexford Bar. The same Life-boat was promptly manned, and proceeded

to the spot, and found that the fishing yawl *Dazzler*, of Wexford, had stranded while returning to the harbour from the fishing-ground; the sea was beating heavily over her, and she was filling with water. Her crew, consisting of six men, were taken into the Life-boat, which was then towed back to her station by the steam-tug *Ruby*, arriving at about 10 P.M. The crew of the Life-boat on both these occasions consisted of customs officers and pilots, the coxswain and assistant-coxswain being officers of H.M. Customs.

NEWBURGH, ABERDEENSHIRE.—The smack, *Conqueror*, of and for Newburgh, from Sunderland, with coal, in attempting to enter the port at midnight on the 24th November, went ashore at the south side of the entrance to the harbour. A small steam-tug went to her assistance, but could not reach her, owing to the heavy sea, until after she had stranded. She then succeeded in getting a rope from the smack, but had to throw it off to save herself from also being driven ashore. The crew of the *Alexander Charles and William Aird* Life-boat were then summoned. The boat was launched, and succeeded in rescuing the vessel's crew, consisting of two men. The smack became a total wreck.

PALLING, NORFOLK.—A vessel, which proved to be the billiboy *Amity*, of Goole, bound from Yarmouth to Grimsby in ballast, missed stays and stranded on the main at Eccles, during squally weather and a heavy swell, at 2 o'clock on the morning of the 30th November. She burnt flares for assistance, in response to which the Palling No. 1 Life-boat, the *Heyland*, was promptly launched, and proceeded to her. With the assistance of the Life-boat the vessel was got out of her dangerous position, and proceeded on her voyage apparently without having received any material damage.

CAISTER, NORFOLK.—On the 1st December the No. 2 Life-boat, the *Godsend*, was launched at 6.30 P.M., and rendered some assistance to the schooner *Brothers*, of Harwich, which had stranded on the Middle Barber Sand. The vessel ultimately floated, and was accompanied by a yawl to Yarmouth Harbour.

At 4.30 A.M. on the 17th December, rockets and large flares were seen in the direction of the Cross Sand; the Cockle Lightship was also firing guns and rockets. As the wind was blowing from the S.E., and it was ebb tide, it was impossible for the Life-boat to sail to the sand, and a message was therefore sent to Great Yarmouth for a steam-tug, which arrived and towed the No. 2 Life-boat, the *Godsend*, to the sand, where a steamer and a schooner were found stranded. The steam-tug went to the schooner and towed her off, and the Life-boat proceeded to the aid of the steamer. The No. 1 Life-boat, the *Covent Garden*, afterwards came up, and with the assistance of the two Life-boats the steamer was got afloat. She proved to be the *Bradley*, of Liverpool, from Bilbao to Sunderland with iron ore. She had a crew of fifteen men.

HAUXLEY, NORTHUMBERLAND.—At 7 A.M. on the 3rd December, intelligence was received that a large vessel was ashore in Druridge Bay. The crew of the *Algernon and Eleanor* Life-boat were at once called together, horses were sent for, and the Life-boat with great difficulty, as the tide was at nearly high water and the sands were very soft, was taken by land to the scene of the wreck. She was then launched, and proceeded to the vessel, which was found to be the s.s. *Amulet*, of and from Rotterdam to Leith, with a general cargo. The boat remained for some time by the steamer, and landed the stewardess and a passenger. The captain and crew (nineteen men in all) remained on board for a time; but as the wind and sea increased, they were ultimately taken off by the Life-boat.

The brig *Catherina Regina*, of Riga, went ashore in Druridge Bay during very stormy weather on the morning of the 7th December. On information of the occurrence being received at the Life-boat Station, the boat was conveyed on her carriage to the scene of the wreck. She was then launched, through a very heavy surf, and with great difficulty and danger proceeded to the vessel, which was found to have lost both her masts, and took off her crew of eight men. She then remained by her half an hour, waiting for the master and his wife, but they positively refused to quit the ship. They were subsequently taken off by the rocket

apparatus. The brig became a total wreck.

On the 9th December the barque *Ross*, of Arendal, Norway, bound from Christiania to Santander with a cargo of wood, having encountered the full fury of a gale in the North Sea for a whole week, during which period her crew had suffered great privations, determined to seek a place of refuge, so as to give them rest. The lights were, however, mistaken, and instead of anchoring in the Firth of Forth, as intended, she was, at daybreak on the 9th December, near Amble, with breakers all round her. Signals of distress were shown, in response to which the Life-boat went to her assistance, and brought ashore her crew of ten men.

NEWBIGGIN, NORTHUMBERLAND.—A sudden gale from the E.N.E. sprang up on the morning of the 4th December, when the fishing-boats had just reached the fishing-ground. As the sea rose very high, only one boat attempted to shoot any lines; all the others ran for the bay. At about 8 o'clock the sea was breaking off Newbiggin Point, and seeing the danger to which the boats were exposed in making the bay, the Life-boat *William Hopkinson of Brighthouse* was launched. All the boats were safely landed by 11.30, with the exception of the one which shot her lines; she did not reach the bay until 1.30 P.M., when all hopes of her safety had been given up. Amid great excitement she was safely run ashore, attended by the Life-boat, which had been out five and a half hours, her crew being drenched and exhausted by their long exertions.

TYNEMOUTH.—During a severe gale from the E.S.E. and a heavy sea, at 1.20 P.M. on the 4th December, the barque *Rheinland*, of Hamburg, laden with timber, was being towed to the Tyne Harbour by the steam-tug *Skylark*. On arriving within the piers the tow-line broke, and the barque stranded off the Battery Point, the seas breaking over her. The alarm guns were fired, and the No. 2 Life-boat, the *Forester*, was launched with some difficulty. After being several times filled, she reached the wreck and took off two of the crew, the remainder being rescued by a Shields Life-boat.

At about 11 P.M. on the 4th December, the alarm guns were fired, on account of

the danger to a vessel, which, however, disappeared before any assistance could reach her. The *Forester* Life-boat went to the supposed position of the wrecked vessel, and fell in with the schooner *Argo*, of Copenhagen, which was in great danger of being wrecked on the south pier. The Life-boatmen warned the captain of his perilous position, and piloted him safely into harbour.

SEATON CAREW.—On the morning of the 5th December the brigantine *Hoppet*, of Helsingborg, Sweden, bound from Moss to Seaham with a cargo of pit props, was observed making for the land, during a terrific gale of wind from the E., with snow showers and a very heavy sea. The vessel ultimately stranded opposite Seaton low lighthouse, whereupon the Life-boat *Job Hindley* was launched, proceeded to the wreck, and took her crew of seven men safely ashore.

HARTLEPOOL.—On the 5th December the schooner *Anapira*, of Newburgh, was observed about seven miles E.N.E. of Hartlepool. At the time a most severe gale was raging, accompanied by sleet showers and a heavy sea. At 2.30 she was seen to put before the wind and run for Hartlepool. The No. 3 Life-boat, *John Clay Barlow*, was manned and held in readiness, as it was considered very doubtful, owing to the extreme violence of the gale, whether she would get safely in. She reached Hartlepool Bay at about 3.40 P.M., and being struck by a heavy wave, broached to and struck the ground on the Beacon Shoal. The Life-boat immediately proceeded to her, and found her crew, consisting of five men, standing on the gangway, ready to be taken off. They were taken into the Life-boat, the first man, in his eagerness to leave the vessel, accidentally jumping into the water, but he was picked up by the Life-boatmen, and all were safely landed. After the crew had left the ship, she, contrary to expectation, drove into deeper water, and as there appeared a chance of saving her, the Life-boat *Charles Ingleby* proceeded to her and put four men on board; the No. 3 Life-boat also put four men on her. Sail was then made, and, with the assistance of two steamers, she was got into harbour.

On the 6th December, at about 2.30 P.M.,

the lugger *Ecureuil*, of Gravelines, in ballast, which had lost her mainmast, was driven ashore on the North Sands during a storm from the E.N.E. and a very high sea. The No. 1 Life-boat, *Charles Mather*, proceeded to her assistance, and brought ashore the crew, consisting of five men.

About 10 P.M. on the 7th December the coxswain of the No. 3 Life-boat observed a signal light being burned from a vessel in the bay, apparently making for West Hartlepool. The ship suddenly altered her course, and ran straight on to Middleton Sands. The crew of the Life-boat were assembled and the boat put off, and with much difficulty reached her. Some steam-tugs attempted to effect communication with her, but failed. The crew of the vessel—the *John*, of and for Hartlepool from London in ballast—called out that they wished to leave the vessel, and they were therefore taken into the Life-boat. They were in a very exhausted condition. The vessel sank immediately afterwards, and became a total wreck. She had a crew of seven men.

At about 3 A.M. on the 7th December the coxswain of the same Life-boat noticed a sail through the dark, some short distance from the shore, which he took to be a ship with her side lights washed away. While he was trying to make it out a flare was set up from the vessel, which enabled him to see that it was a ship with torn sails driving ashore. A violent gale was blowing from the E.N.E. at the time, and the sea was very high indeed. He at once got the crew of the Life-boat together, and the boat was launched. Before reaching her a rocket had been thrown over her from the Middleton shore, where she had struck. The Life-boat went alongside and took off the crew, consisting of seven men. The vessel sank, but, being timber laden, she afterwards got off the sands, and on the following morning at daylight, the sea having gone down very much, the Life-boat, at the request of the master, put him and his crew on board again. She was the *Edmund*, a Danish three-mast schooner, bound for London with a cargo of poles and battens.

SHERINGHAM, NORFOLK.—At daylight on the 6th December, the Norwegian barque *Carolina* was seen at anchor about

two miles from the shore with spars hanging overboard. She showed signals, in response to which the *Duncan* Life-boat, belonging to the NATIONAL LIFE-BOAT INSTITUTION, and the Beachmen's Life-boat *Augusta*, put off and assisted her, and eventually accompanied her to Grimsby.

WHITBY.—At 11.45 A.M. on the 6th December, during a strong gale from the E.N.E. and a heavy sea, with snow, the brig *Star of Hope*, of and for Newcastle from Dieppe, in ballast, became embayed between Whitby and Uppgang Rocks. She then ran for the beach, and stranded about two hundred and fifty yards north of the West Pier. The No. 1 Life-boat, *Robert and Mary Ellis*, was at once launched, gallantly pulled through the heavy sea, and in about twenty minutes from the time of the vessel stranding, her crew, consisting of six men, were safely landed.

GRIMSBY.—On the 6th December the schooner *Laura Ann*, of Faversham, was in a dangerous position at the entrance to the Humber. The Life-boat *Manchester Unity* proceeded to her assistance, and helped the crew to get up her anchors, after which she was towed into port by a steam-tug.

SCARBOROUGH.—On the morning of the 8th December, at 10 o'clock, the schooner *Etoile du Marin*, of and for Dunkirk from Leith, with coal, was approaching the harbour during a strong gale from the E., and a very heavy sea, and as it was feared that she might not succeed in making it in safety, the Life-boat *Lady Leigh* was launched, and put a pilot on board. Several fishing-vessels were also making for the harbour, and the Life-boat therefore remained afloat until 4 P.M., when all the craft had got in safely.

SALTBURN, YORKSHIRE.—A vessel was observed in the offing making direct for Saltburn, at 2 P.M. on the 8th December, and as a tremendous sea was running, and the wind was blowing a gale from the E.N.E., the crew of the Life-boat *Charles and Ann* were summoned, and the Life-boat was launched. She proceeded to the vessel, which by that time had struck opposite old Saltburn, and brought ashore

her crew, consisting of five men, all of them being Germans. The wrecked vessel proved to be the *Libra*, of Bockzetelerfehn, bound to Hamburg, with guano.

HAYLE, CORNWALL.—The schooner *Star*, of St. Agnes, in attempting to come into Hayle, during a strong wind from the N.E. and a heavy sea, on the 8th December, struck and grounded west of the bar. The Life-boat *Isis* quickly proceeded to her, and took off her crew of three men, whom she safely landed at Hayle.

After landing, another vessel appeared to be in danger of being driven ashore, and the Life-boatmen therefore remained for some time in their wet clothes watching, ready to put off to her assistance should their services be required. The vessel, however, managed to get into St. Ives.

BLYTH, NORTHUMBERLAND.—The Danish brigantine *Andreas*, on her passage from Dunkirk to the Tyne, in ballast, ran ashore on Roker Rocks, North Blyth, during thick weather, at 5 o'clock on the morning of the 15th December. The No. 2 Life-boat, *Tom and Marion*, put off to her assistance and rescued her crew, consisting of eight men. The vessel became a total wreck.

ST. DAVID'S, PEMBROKESHIRE.—A vessel was seen in distress at the south end of Ramsey Island, at 8 A.M. on the 18th December. The *Augusta* Life-boat put off to her, and pulled across the sound through a heavy sea. The vessel had then floated to the northward. The surrounding rocks were examined, but none of the crew could be found. A shore boat, with a crew of five men, also put off to the vessel, boarded her, and found her to be a derelict. The Life-boat shortly afterwards came up, and both crews, with the aid of a steam-tug, took the vessel into Milford Haven, where she arrived at about noon on the following day. She was the Norwegian barque *Storjohann*, bound from Bordeaux to Cardiff with timber.

ABBROATH, N.B.—At about 8.30 A.M. on the 19th December, the schooner *Vigilant*, of Dundee, was seen approaching the harbour from the S.W., in a heavy sea and a light wind from the S. At about 11 o'clock she was getting close to the



rocks, apparently making for the harbour. The tide at the time being half ebb, and there being little water on the bar, it was thought impossible for her to clear the land on either tack, and the Life-boat *People's Journal* No. 2 put off to her assistance. On getting alongside, the Life-boatmen advised the master to let go both anchors, the vessel being within three hundred yards of the rocks eastward of the harbour. Two of the Life-boat's crew were put on board, at the request of the master, and the boat kept in attendance until the following tide, when the anchors were recovered, and the vessel was towed into harbour.

IRVINE, N.B.—On the 20th December, at about 2 P.M., the tug *Irvine*, of Irvine, was proceeding to Ayr to tow a vessel to Irvine Harbour, during a strong S.W. gale and a heavy sea. She grounded on the centre of the bar, and showed signals of distress, in response to which the *Isabella Frew* Life-boat promptly went to her, and brought ashore her crew of four men.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

THURSDAY, 5th October, 1882.

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

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

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

No. 3. Dublin District. Castletown, Douglas (two Boats), Ramsey, New Brighton (two Boats), Southport, St. Anne's, Lytham, and Blackpool.

No. 4. Edinburgh District. Tynemouth, Blyth (two Boats), Cullercoats, Newbiggin, Cresswell, Alnmouth, Boulmer, North Sunderland, Holy Island (two Boats), Berwick, Eyemouth, and Dunbar.

No. 5. Hull District. Hunstanton, Brancaster, Wells, Blakeney, Sheringham, Cromer, Mundesley, Hasborough, Palling (two Boats), Winterton (two Boats), Gorleston, Yarmouth (two Boats), Caister (two Boats), Lowestoft, Pakefield (two Boats), Kessingland (two Boats), Southwold (two Boats), and Dunwich.

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

	£.	s.	d.
Mrs. SYMES, of Ballybrack, to supplement the Legacy of her late brother, Colonel HOLT, for the Weston-super-Mare Life-boat Station	150	0	0
Collected from Seamen at the Bristol Mercantile Marine Office, per G. C. WHITWILL, Esq. (additional)	2	12	3
Offertory at Harby Church, Melton Mowbray, on Sunday, 3rd Sept., per Rev. M. O. NORMAN (additional)	1	12	4
St. Clement's Youths' Institute, per G. KING, Esq.	1	0	0
—To be severally thanked.			

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

The late Mrs. ELIZA WRIGHT, of Southport, for a Life-boat to be named the <i>Charles Henry Wright</i> , in memory of her late son	£.	700
The late ROBERT BATES, Esq., of Whitburn	£.	50

Reported the transmission to its Station of the new Life-boat for Mundesley, Norfolk. It had been presented to the Institution by Mrs. ELLIOTT, of Leytonstone, in memory of her late husband, Mr. J. H. ELLIOTT.

The public naming and launching of the Life-boat took place on the 21st September, in the presence of a large number of spectators, including some friends of the Donor, the whole proceedings passing off in a very gratifying manner.

The Great Eastern Railway Company had kindly conveyed the new Life-boat to its Station, and had brought back the old one to London, free of charge.—To be thanked.

Voted the thanks of the Committee to the Rev. L. D. KENNEDY and the Rev. HENRY LINGS, in acknowledgment of their long and valuable co-operation, respectively, as Honorary Secretaries of the Theddlethorpe and Fleetwood Branches of the Institution.

The Committee expressed their great regret at the death of F. J. CRESSWELL, Esq., Banker, of King's Lynn, who had for many years been the Treasurer of the King's Lynn Branch of the Institution, and who had always taken a warm interest in its welfare.

Read letter from the Secretary of the Anglesey Branch, of the 13th September, stating that the usual annual sermons in aid of its funds had been preached in the two churches at Penmon and Llanfaes, on Sunday, 10th September, by the kind permission of the Rev. T. W. TREVOR, the Rector, and had realised 25l.—To be thanked.

Paid 2,728l. 5s. 2d. for sundry charges on various Life-boat Establishments.

Voted 68l. 6s. 9d. to pay the expenses of the Caister No. 1, Whitby No. 1, Castletown, Portrush, and Fishguard No. 2 Life-boats in rendering the following services:—

Dandy <i>Reine des Anges</i> , of Boulogne (rendered assistance)	Lives saved.
Danish schooner <i>William</i> (ditto)	
Brigantine <i>Eugenie Auguste</i> , of Castletown	5
Schooner <i>Centenary</i> , of Liverpool	4
Sloop <i>Fanny</i> , of Fishguard, saved vessel and	2

[Accounts of most of these Life-boat services will be found in the last Number (126) of the *Life-boat Journal*, pages 667-672.]

Also 37*l.* 10*s.* to pay the expenses of the Caister and Uppgang Life-boats in putting off in reply to signals of distress when their services were not ultimately needed.

Also 12*l.* to twelve men for putting off in a yawl from Scratby, and, with much difficulty, saving the crew, consisting of seven men, of the brigantine *Jane and Jessie*, of Whitehaven, bound for Shetland, with bricks and building materials, which had stranded on the Outer Barber Sand during a strong N.W. by W. wind on the morning of the 29th August.

#### Thursday, 2nd November.

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.

Also the Report of the Chief Inspector of Life-boats on his visits to Cardiff, Penarth, Kingstown, Balbriggan, and Poolbeg.

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

1. Brighton, Worthing, Southend, Bembridge, Bournemouth, Brooke, Guernsey, and Alderney.
2. Lynmouth, Ilfracombe, Morte Bay, Clovelly, Appledore (two Boats), Braunton, Penarth, Porthcawl, Swansea, Ferryside, and Pembrey.
3. Fleetwood, Piel, Whitehaven, Seascale, Maryport, and Silloth.
4. Kildonan, North Berwick, Campbeltown, Southend, Ardrossan, Irvine, Troon, Ayr, Girvan, and Ballantrae.
5. Aldborough, Thorpeness, Harwich, Clacton, Skegness, Chapel, Donna Nook, Sutton and Grimsby.

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

	<i>£</i>	<i>s.</i>	<i>d.</i>
Proceeds of Concert at Howth, near Dublin, in aid of the Howth Life-boat, per Wm. ARMSTRONG, Esq. . . . .	20	0	0
Band Fund of H.M.S. <i>Triumph</i> , per Commander W. A. ACLAND, R.N. . . . .	16	10	0
Share of Harvest Thank Offering from the Parish of Newton-by-Sudbury, per Rev. REGINALD SMITH, additional . . . . .	1	5	0
Collected at the Sunday School of the English Presbyterian Church, Crouch Hill, on the 24th Sept., per Mr. W. BRANDER . . . . .	1	1	0
Moiety of fines inflicted by the Justices of Gore Division, County of Middlesex, per W. A. TOOTELL, Esq. . . . .	0	15	0

—To be severally thanked.

Reported also that the late Miss E. H. OURLAW, of Weymouth, had left a legacy of 100*l.* (duty free) to the Institution.

Decided, that various works be carried out at the Arranmore Island and Filey Life-boat Stations, at an expense of 298*l.*

Paid 2,359*l.* 16*s.* 7*d.* for sundry charges on various Life-boat Establishments.

Voted 63*l.* 4*s.* 6*d.* to pay the expenses of the Life-boats at Peterhead, Ballywalter, Aldborough, and Margate, in rendering the following services:—

		<i>Lives saved.</i>
Barque <i>Fortuna</i> , of Arendal . . . . .	10	10
Brig <i>St. George</i> , of Maryport . . . . .	9	9
Schooner <i>Rambler</i> , of Folkestone . . . . .	4	4
Barge <i>John</i> , of Faversham . . . . .	2	2

The Holy Island No. 1, Ramsgate, Gorleston, and Southend (Essex) Life-boats had also rendered the following services:—s.s. *Preston*, of West Hartlepool, remained by vessel, and rendered some assistance; yacht *Arab*, of Poole, nine lives saved; schooner *Bezhill*, of Shoreham, four lives saved; fishing-smack *Sisters*, of Gorleston, saved vessel and a boy who was on board; brig *August*, of Griefswald, Germany, assisted to save vessel and her crew of seven men [Accounts of most of the services will be found on pages 8-10].

Decided that the thanks of the Institution be conveyed to the Rev. J. O'REILLY BLACKWOOD, Honorary Secretary of the Ballywalter Branch for his continued valuable co-operation, and especially for going out in the Ballywalter Life-boat on the 19th October, and assisting to rescue the crew of nine men of the stranded brig *St. George*, of Maryport, during a fierce S.E. gale and a very heavy sea. An extra reward was also granted to the crew of the Life-boat in recognition of their praiseworthy conduct on that occasion.

Voted also 83*l.* 0*s.* 6*d.* to pay the expenses of the Dover, Deal, Margate, Harwich, Hayling Island, Clacton, and Palling Life-boats in assembling their crews, or putting off in reply to signals of distress shown by vessels not eventually requiring the services of the Life-boats.

Also a binocular glass, bearing a suitable inscription, and 10*l.* 10*s.*, to Mr. JOSHUA HEATH, who had been compelled by ill-health to resign the post of Coxswain of the Fowey Life-boat, which office he had held for more than twenty years.

Also 1*l.* to three men for putting off in a boat and saving two other men from a small pleasure-boat named the *Hawk*, of Port Stewart, Co. Londonderry, which had been struck by a squall, and capsized in Port Stewart Bay on the 12th September. The boat sank at once; but the two men fortunately got hold of three oars, by which they were enabled to keep themselves afloat until they were rescued.

#### THURSDAY, 7th December.

EDWARD BIRKBECK, Esq., M.P., V.P., Deputy 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.

It was moved, seconded, and carried unanimously—

That the cordial and respectful thanks of the Committee be tendered to Vice-Admiral His Royal Highness the DUKE OF EDINBURGH, K.G., for his unvarying, kind, and valuable co-operation during the period of his command as Admiral Superintendent of Naval Reserves from Nov. 1879 to Nov. 1882, and for the unceasing interest he takes in the work of the Institution.

Also that His Grace the President be requested on behalf of the Committee to forward the vote to His Royal Highness.

Read and approved the Report of the Chief Inspector of Life-boats on his visits to Balbriggan, Poolbeg, Dublin, Waterford, Duncannon, Traamore, Dunmore, Fethard, Rogerstown, Holyhead, and Penmon.

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

1. Hayling Island, Broadstairs, Ramsgate, Kingsgate, Margate, North Deal, Walmer, Kingsdowne, Lowestoft, and Great Yarmouth.

2. Aberystwith, Newquay, Cardigan, Fishguard (two Boats), St. David's, Solva, Littlehaven, Milford, Tenby, Swansea, Hayle, and Porthleven.

3. Duncannon, Tramore, Dungarvan, Ardmore, Youghal, Ballycotton, Queenstown, Courtmasherry, Tralee, and Valentia.

4. Port Patrick, Port Logan, Whithorn, Kirkcudbright, St. Andrews, Anstruther, Broughty Ferry, Buddon Ness, Arbroath, Montrose (two Boats), Gourdon, and Stonehaven.

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

Reported the receipt of 1,000*l.* from R. A. B. PRESTON, Esq., Barrister, for the purpose of providing a first-class Life-boat Station, "as a token of gratitude for having been rescued from shipwreck by the Ramsgate Life-boat on the 24th October last."

On that occasion Mr. PRESTON's yacht, the *Arab*, was wrecked on the Goodwin Sands, when he, his step-father, and seven of the yacht's crew were rescued from their perilous position by the Life-boat, in conjunction with the harbour steamer *Aid*. (*Vide* p. 9.)

Decided, that Mr. PRESTON be thanked for his munificent gift, and that his benevolent wishes be carried out as early as practicable.

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

INDEPENDENT ORDER OF ODD FELLOWS (Manchester Unity), annual subscription in aid of the support of their Life-boat	£50
"X. Y."	25
Collected in Hadnall Church, Salop, &c., after Sermons preached on Sunday, 5th November, per Rev. B. C. MORTIMER (additional)	20

Royal Artillery at Aden, per Capt. J. J. CONGDON, R.A.	£10
Rev. H. A. PLOW, Bradley Rectory, Alresford, on behalf of his late son, Mr. J. C. PLOW, R.N.	5

—To be severally thanked.

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

The late Rev. PHILIP OSBORNE (duty free)	1000
The late Miss F. J. ELWES, of Highmoor Hall, Oxford	500

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

The Committee expressed their great regret at the death of WM. WORSHIP, Esq., of Great Yarmouth, who had for many years been the Chairman of the Yarmouth and Caister Branch of the Institution, and who had always taken a warm interest in the welfare of the Life-boat cause.

Voted the thanks of the Committee to W. CRAWFORD POOLE, Esq., M.D., in acknowledgment of his past kind co-operation as Honorary Secretary of the Ardmore Branch of the Institution.

Paid 2,017*l.* 17*s.* 8*d.* for sundry charges on various Life-boat Establishments.

Voted 306*l.* 7*s.* to pay the expenses of the Lowestoft, Pakefield No. 1, Cardigan, Arklow, Ballywalter, Rye, Wexford No. 1, Giles' Quay, Fishguard No. 2, Newburgh, Tynemouth No. 2, Seaton Carew, and Whitby No. 1 Life-boats in rendering the following services:—

	Lives saved.
Brig <i>Mornington</i> , of Colchester	8
Brig <i>Susannah Dixon</i> , of Whitby	8
Brig <i>Iris</i> , of Whitby	1
Norwegian barque <i>Burthon</i>	8
Schooner <i>Jane</i> , of Faversham	2
Barque <i>Nimrod</i> , of Liverpool	18
Smack <i>Ellen</i> , of Milford	3
Brig <i>Wellington</i> , of Aberystwith	11
Fishing-boat <i>Steamboat</i> , of Arklow—saved vessel and	4
Schooner <i>John and Anne</i> , of Runcorn	3
S.S. <i>Matin</i> , of Sunderland	16
Brigantine <i>America</i> , of Quebec	8
Brigantine <i>Jean Anderson</i> , of Dundalk	6
Schooner <i>Iona</i> , of Padstow	5
Schooner <i>Mary</i> , of St. Ives	5
Schooner <i>Rose</i> , of Carnarvon	3
Smack <i>Gander</i> , of Cardigan	3
Schooner <i>Elizabeth</i> , of Aberystwith	3
Schooner <i>Victoria</i> , of Beaumaris	2
Schooner <i>Charles</i> , of Carnarvon	3
Smack <i>Mary Ann Jane</i> , of Carnarvon	3
Schooner <i>Jane Anwyll</i> , of Carnarvon	3
Schooner <i>Istwyth</i> , of Carnarvon	3
Schooner <i>Korkinour</i> , of Beaumaris	4
Smack <i>Commerce</i> , of Cardigan	2
Smack <i>Ocean</i> , of Cardigan	2
Smack <i>Rapid</i> , of Cardigan	3
Smack <i>Margaret</i> , of Cardigan	2
Yawl <i>Dazzler</i> , of Wexford	6
Smack <i>Conqueror</i> , of Newburgh	2
Barque <i>Rheinland</i> , of Hamburg	2
Brigantine <i>Hoppet</i> , of Helsingborg	7
Brig <i>Star of Hope</i> , of Newcastle	6

The Lowestoft, Holyhead, Ramsgate, Torquay, Selsey, and Pallang No. 1 Life-boats had also rendered the following services:—

Ketch *Evening Star*, of Hull, assisted to save vessel and crew, 3; brig *Percy*, of Riga, saved 3; ketch *Harriet*, of Goole, assisted to save vessel and 8; schooner *Venus*, of Exeter, rendered assistance; brig *Harkaway*, of Shoreham, and brigantine *Wilhelmina*, of Exeter, rendered assistance; s.s. *Rydal Hall*, of Liverpool, rendered assistance; barque *Mina*, of Kalmar, 10; barque *Eden*, of Liverpool, assisted to save vessel and 17; barque *Saraca*, of Glasgow, remained by vessel; billiboy *Amity*, of Goole, rendered assistance. [Details of many of these Life-boat services will be found on pages 8-16.]

Voted also 621. 13s. to pay the expenses of the Winchelsea, Exmouth, Hayle, Pakefield, Dover, Padstow, Caister No. 2, Torquay, Kirkcudbright, Irvine, Rhyl, Gorleston, Rye, Lowestoft, Drogheda No. 2, Harwich, Ilfracombe, Bridlington, Littlehaven, St. Ives, Hornsea, St. David's, Porthoustock, Lowestoft, Cemaes, and Clacton Life-boats, in assembling their crews, or putting off in reply to signals of distress shown by vessels which did not ultimately require the assistance of the boats.

Voted the Silver Medal of the Institution and 2l. to Mr. GEORGE EDWARD HALL, Master of the fishing-boat *Trial*, of Lowestoft, for going along a hawser from the shore, at great risk, and bringing safely to land one of the crew of the schooner *Prosper*, of Carnarvon, which had stranded off Lowestoft, during a heavy N.E. gale, on the night of the 28th October. The master and two of the crew had managed to reach the land by means of the hawser, but the other man was unable to do so, being totally incapacitated by illness.

Also the thanks of the Institution to Captain GOLDWYER, Honorary Secretary of the Littlehaven (St. Bride's) Branch, for going out in the Life-boat stationed there and steering the boat, with the view of rendering assistance to two vessels which were apparently in dangerous positions, during a N.W. wind and a rough sea, on the 16th November.

Also the thanks of the Institution, inscribed on vellum, and a framed photograph of the Life-boat, to Capt. R. W. MASSINGHAM, Harbour Master for the Great Eastern Railway Company at Lowestoft, in acknowledgment of his long and valuable co-operation on behalf of the Life-boat service in rendering the assistance of the harbour steam-tugs in towing the Life-boats, and frequently proceeding himself in the steamers, whereby he had contributed to the rescue of several shipwrecked crews.

Also 5l. to the crew of a small steamer named the *Imperial*, used for harbour work at Lowestoft, for going out in a heavy sea on the 14th November, under the instructions of Capt. MASSINGHAM, the Harbour Master, and calling in one of the larger steamers belonging to the port. The Life-boat was then enabled to be towed to the wreck of the Norwegian barque *Burthon*, which had gone ashore on the Holme Sand, and saved the shipwrecked crew of eight men about a quarter of an hour before the vessel became a total wreck (*vide*, p. 11).

Also 20l. to the crew, consisting of twenty men, of the *Refuge* Life-boat, of Gorleston, Suffolk, for saving the crew of five men of the schooner *Sceptre*, of Sunderland, which was totally wrecked on the Corton Sands, during a heavy E.N.E. gale, on the 28th October.

Also 12l. 5s. to Coastguardmen at Jury's Gap Station, Sussex, and others, for saving, at great risk, three of the crew of the ketch *St. Marie Joseph*, of St. Valery, which was totally wrecked off Jury's Gap, in a fresh gale of wind from the W.S.W. and a heavy sea, on the 30th October.

Also 9l. to the Chief Boatman in charge of H.M. Coastguard, at Burntisland, and eight other men forming the crews of the Coastguard Life-whale-boat and the steam-tug *Alliance*, of Burntisland, for going out, at some risk, with the view of rescuing five men from the wreck of the s.s. *Vulcan*, of Middl-sborough, on Seafield Vows Rocks, near Kirkcaldy, during a fresh gale of wind from the S.E., on the 16th October.

Also 6l. to six men for putting off in a boat and rescuing the crew, consisting of two men, from the rigging of the smack *Charles Phillips*, of Watchet, bound from Newport to Lynmouth with coal, which was totally wrecked in Porlock Bay, Somersetshire, during a fresh gale of wind from the E.S.E., on the night of the 12th October.

Also 3l. 10s. to seven men for putting off in a boat, which was hauled off by the rocket apparatus whip, and saving the crew, numbering seven men, from the lugger *Meridian*, of Peterhead, which had stranded on Yarmouth beach during a whole gale of wind from the S.E., at about eleven o'clock on the morning of the 24th October.

Also 1l. to four men for promptly rescuing four other men, whose boat had capsized and sunk in Rosmuck Bay, Co. Galway, whilst they were cruising about waiting to take part in a regatta, during a fresh N.W. wind, on the 10th September.

Also 1l. to three men for saving the crew of three men of the sloop *Alliance*, which had sprung a leak, and had foundered off Sheringham, Norfolk, during a gale of wind from the S.S.W., on the 2nd November, compelling her crew to take to their boat.

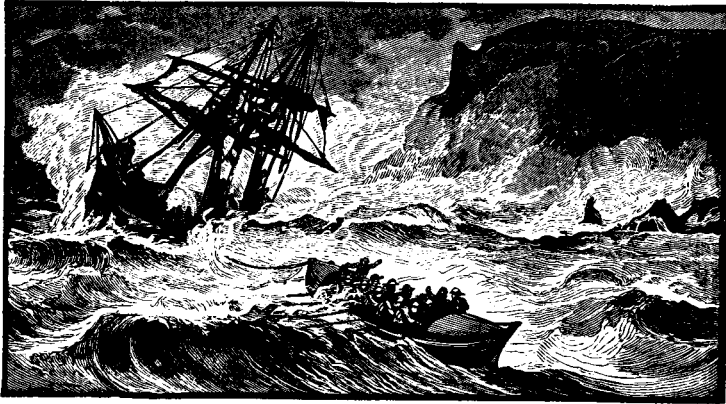
Also a reward to two men for putting off in a boat and saving another man whose boat had sunk at Rhyl, North Wales, during squally weather on the 21st July.

#### NOTICE.

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

Vol. XI., price 18s., of the '*Life-boat Journal*' is now ready, and can be had at the Institution, or by order of any bookseller. The Title-page and Index of that volume can also be obtained separately.

*Services of the Life-boats of the Institution during 1882.*



1882.				Lives saved.
Jan.	1.	8 p.m.	Brigantine <i>Maggie Wood</i> , of Belfast. Ayr Life-boat rendered assistance and landed the captain's wife	1
"	5.	4 a.m.	Brig <i>Louisa</i> , of Stettin. Winterton No. 2 Life-boat saved	6
"	14.	3 a.m.	Brig <i>Swift</i> , of Krageroe. Cresswell Life-boat assisted to save vessel and crew	8
"	31.	9.30 a.m.	Galliot <i>Gateforth</i> , of Whithorn. Port Logan Life-boat remained by vessel	
Feb.	16.	4 p.m.	} Barque <i>Venus</i> , of Helsingborg. Fleetwood Life-boat rendered assistance and landed twelve persons	12
"	17.	7 a.m.		
"	18.	9 a.m.		
"	27.	8 a.m.	Lighter <i>Sophia</i> , of Hull. Dunbar Life-boat brought crew ashore	3
Mar.	2.	4.30 a.m.	Schooner <i>Concordia</i> , of Guernsey. Lydd Life-boat saved crew	6
"	6.	midnight.	S.S. <i>Kittywake</i> , of Liverpool. Whithorn Life-boat landed seven of crew	7
"	7.	10.50 a.m.	Smack <i>Mary Stevens</i> , of Padstow. Appledore No. 2 Life-boat saved crew and pilot	4
"	7.	{ 1.30 p.m.	} Barque <i>Cammore</i> , of Dundee. Caister Nos. 1 and 2 Life-boats assisted to save vessel and crew	17
"	7.	{ 3.30 p.m.		
"	7.	8 p.m.	Smack <i>Alert</i> , of Lowestoft. Pakefield No. 1 Life-boat saved vessel and	6
"	8.	3 p.m.	S.S. <i>Napier</i> , of Shields. Winterton No. 2 Life-boat remained by vessel	
"	21.	9.30 a.m.	Schooner <i>Three Brothers</i> , of Chester. Cemlyn Life-boat saved crew	2
"	21.	8 p.m.	Schooners <i>Volant</i> , of Wick, and <i>Queen</i> , of Inverness. Thurso Life-boat landed the crews	8
"	22.	8.30 a.m.	} Dandy <i>Thomas and Sons</i> , of Aberystwith } Fishguard No. 2 Life-boat	3
"	22.	9.5 a.m.		
"	22.	10.10 a.m.	Schooner <i>Glanmania</i> , of Beaumaris	6
"	22.	10.10 a.m.	Schooner <i>Perseverance</i> , of Belfast	6
"	22.	2 p.m.	S.S. <i>R. W. Boyd</i> , of North Shields. Tynemouth No. 2 Life-boat saved	14
"	24.	8.45 p.m.	Schooner <i>J. W. T.</i> , of Truro. Kessingland No. 2 Life-boat rendered assistance	
"	26.	11 a.m.	Ketch <i>Blue Bell</i> , of Padstow. Clovelly Life-boat landed the crew	3
"	26.	1 p.m.	Schooner <i>British Queen</i> , of Wexford. Port Isaac Life-boat saved	4
"	26.	2.15 p.m.	Schooner <i>Countess of Caithness</i> , of Gloucester. Ramsey Life-boat saved vessel and crew	4
"	29.	7.30 a.m.	S.S. <i>Liban</i> , of Nantes. Porthcawl Life-boat saved eight of the crew	8
"	29.	5.15 p.m.	Lugger <i>Emerald Isle</i> , of Howth. Howth Life-boat saved two men	2
Apr.	2.	5.45 a.m.	Brig <i>Elizabeth</i> , of Arklow. Howth Life-boat saved the crew	5
"	2.	7.30 a.m.	Galliot <i>Ebenezer</i> , of Stavanger. Blyth No. 1 Life-boat rescued five men	5
"	3.	10 a.m.	Brig <i>Danmark</i> , of Dragor, Denmark. Palling No. 1 Life-boat saved	10
"	3.	10 a.m.	Barque <i>Europe</i> , of Bordeaux. Ramsgate Life-boat saved six of the crew	6
"	4.	2 a.m.	Boat <i>Ben and Louisa</i> , of Southwold. Southwold No. 1 Life-boat saved	3
"	13.	4 p.m.	Smack <i>Belle</i> , of Blyth. Hauxley Life-boat landed the crew	6
"	15.	9 a.m.	Brigantine <i>Expedit</i> , of Porsgrund. Arbroath Life-boat saved the crew	6
"	17.	11.15 a.m.	Schooner <i>Consent</i> , of Sunderland. Caister No. 1 Life-boat rendered assistance	

1882.		Lives saved.
Apr. 25.	6 p.m. Schooner <i>Henrietta</i> , of London. Harwich Life-boat saved the crew	4
" 29.	2 p.m. S.S. <i>Drumhendry</i> , of Glasgow. Hayle Life-boat saved two of the crew.	2
" 29.	4 p.m. Yacht <i>Formosa</i> , of Carmarthen. Ferryside, Carmarthen Bay, Life-boat brought two persons ashore	2
" 29.	{ 12.30 p.m. } Luggers <i>Quick and Gyles</i> , of St. Ives. St. Ives Life-boat brought the crews ashore	14
" 29.	6 p.m. Sloop <i>Nordstiernen</i> , of Haugesund, Norway. Clacton Life-boat saved.	5
" 29.	8 p.m. Fishing-boats <i>Gertrude, Gladstone, and Shah</i> , of the Mumbles. Swansea Life-boat assisted to save vessels and crews	9
May 2.	5.15 p.m. Smack <i>Boconnoc</i> , of Padstow. Bude Life-boat assisted to save vessel and crew	3
" 15.	5.30 a.m. Fishing Coble of Newbiggin. Newbiggin Life-boat saved disabled coble	
June 1-2.	{ 10.20 p.m. } Brig <i>Aigle</i> , of St. Servan. Caister No. 1, and the Winterton No. 2 Life-boats respectively, saved the crew (six men) and the master	7
" 2.	6.30 a.m. Yacht <i>Spider</i> , of Ramsgate. Rye Life-boat assisted to save vessel and crew	9
" 2.	11 p.m. Brigantine <i>Otto</i> , of Hoganas, Sweden. Poole Life-boat saved the crew.	9
" 14.	1.30 a.m. Brigantine <i>Swift</i> , of Rye. Ramsgate Life-boat assisted to save vessel and crew	5
Aug. 2.	2 p.m. Norwegian Barque <i>Erminia</i> . Maryport Life-boat placed master and eight men on board vessel	
" 9.	9 a.m. S.S. <i>Mosel</i> , of Bremen. Lizard Life-boat brought 27 persons ashore	27
" 15.	7.30 p.m. Brig <i>Ariel</i> , of Youghal. Dungarvan Life-boat landed the crew	7
" 21.	6 a.m. Barque <i>Arethusa</i> , of Liverpool. Blackpool Life-boat took off the crew	10
" 21.	4.50 p.m. { Schooner <i>Ocean Child</i> , of Belfast. } Portrush Life-boat brought seven persons ashore	7
" 23.	9 a.m. Dandy <i>Hope</i> , of St. Ives. Penmon Life-boat saved vessel and crew	3
Sept. 1.	9.30 a.m. S.S. <i>Lake Nepigon</i> , of Montreal. Wicklow Life-boat brought ashore thirty-two persons and towed in a boat having twenty persons on board	52
" 1.	11 a.m. Lugger <i>Bon Accord</i> , of Portknockie. Peterhead Life-boat brought three of crew ashore	3
" 13.	4.30 a.m. Dandy <i>Reine des Anges</i> , of Boulogne. Caister No. 1 Life-boat landed eight men who had been rescued by a steamer's boat	
" 30.	1.30 p.m. Sloop <i>Fanny</i> , of Fishguard. Fishguard No. 2 Life-boat saved vessel and crew	2
Oct. 1.	2 p.m. Brigantine <i>Eugenie Auguste</i> , of Castletown. Castletown Life-boat brought crew ashore	5
" 1.	6 p.m. Schooner <i>Centenary</i> , of Liverpool. Portrush Life-boat landed the crew.	4
" 15.	4 p.m. Barque <i>Fortuna</i> , of Arendal. Peterhead Life-boat saved the crew	10
" 19.	2.30 a.m. Brig <i>St. George</i> , of Maryport. Ballywalter Life-boat rescued the crew	9
" 24.	11.30 a.m. Brig <i>August</i> , of Griefswald. Southend Life-boat assisted to save vessel and crew	7
" 24.	12.30 p.m. Schooner <i>Rambler</i> , of Folkestone. Aldborough Life-boat saved four men	4
" 24.	3.15 p.m. Yacht <i>Arab</i> , of Poole. Ramsgate Life-boat saved all on board	9
" 24.	6.30 p.m. Fishing Smack <i>Sisters</i> , of Gorleston. Gorleston Life-boat saved vessel, with boy on board.	1
" 28.	2 a.m. Barge <i>John</i> , of Faversham. Margate Life-boat rescued crew of two men	2
" 28.	6.15 p.m. Schooner <i>Bechill</i> , of Shoreham. Ramsgate Life-boat saved four of crew.	4
" 28.	11.15 p.m. Brig <i>Mornington</i> , of Colchester. Lowestoft Life-boat saved crew	8
" 28.	11.15 p.m. Brig <i>Susannah Dixon</i> , of Whitby. Lowestoft Life-boat saved crew	8
" 28.	11.15 p.m. Brig <i>Iris</i> , of Whitby. Lowestoft Life-boat saved one man	1
" 29.	7 a.m. Ketch <i>Evening Star</i> , of Hull. Lowestoft Life-boat assisted to save vessel and crew	3
Nov. 1.	4 p.m. Smack <i>Ellen</i> , of Milford. Cardigan Life-boat brought crew ashore	3
" 4.	3.30 a.m. S.S. <i>Matin</i> , of Sunderland. Rye Life-boat saved sixteen persons	16
" 5.	9.40 p.m. S.S. <i>Rydal Hall</i> , of Liverpool. Holyhead Life-boat rendered assistance	
" 5.	10 p.m. Barque <i>Eden</i> , of Liverpool. Torquay Life-boat assisted to save vessel and crew	17
" 9.	10 a.m. Lugger <i>Steam Boat</i> , of Arklow. Arklow Life-boat saved boat and crew	4
" 10.	8 p.m. Brig <i>Wellington</i> , of Aberystwith. Cardigan Life-boat landed the master, pilot, and crew	11
" 13.	6.15 a.m. Barque <i>Mina</i> , of Kalmars, Sweden. Ramsgate Life-boat saved the crew	10
" 13.	12.45 a.m. Schooner <i>John and Ann</i> , of Runcorn. Ballywalter Life-boat rescued the crew	3
" 13.	5 p.m. Barque <i>Saraca</i> , of Glasgow. Selsey Life-boat remained by vessel	
" 14.	9 a.m. Norwegian barque <i>Burthon</i> . Lowestoft Life-boat saved the crew	8
" 14.	2.30 p.m. { Brig <i>Harkaway</i> , of Shoreham } Lowestoft Life-boat rendered assistance	
	{ Brigantine <i>Wilhelmina</i> , of Exeter }	

1882.			Lives saved.
Nov. 15.	4 a.m.	Schooner <i>Jane</i> , of Faversham. Lowestoft Life-boat saved . . . . .	2
		Schooner <i>Iona</i> , of Padstow . . . . .	5
		Schooner <i>Mary</i> , of St. Ives . . . . .	5
		Schooner <i>Rose</i> , of Carnarvon . . . . .	3
		Smack <i>Gander</i> , of Cardigan . . . . .	3
		Schooner <i>Elizabeth</i> , of Aberystwith . . . . .	3
		Schooner <i>Victoria</i> , of Beaumaris . . . . .	2
		Schooner <i>Charles</i> , of Carnarvon . . . . .	3
„ 16.	{ 6 a.m. to 11 a.m.	{ Smack <i>Mary Ann Jane</i> , of Carnarvon } Fishguard No. 2 Life-boat landed Schooner <i>Jane Anwyl</i> , of Carnarvon. } the crews . . . . .	{ 3 3
		Schooner <i>Istwyth</i> , of Carnarvon . . . . .	3
		Schooner <i>Korkinour</i> , of Beaumaris . . . . .	4
		Smack <i>Commerce</i> , of Cardigan . . . . .	2
		Smack <i>Ocean</i> , of Cardigan . . . . .	2
		Smack <i>Rapid</i> , of Cardigan . . . . .	3
		Smack <i>Margaret</i> , of Cardigan . . . . .	2
„ 18.	8 a.m.	Brigantine <i>America</i> , of Quebec. Wexford No. 1 Life-boat saved . . . . .	8
„ 18.	8 a.m.	Brigantine <i>Jean Anderson</i> , of Dundalk. Giles' Quay Life-boat saved . . . . .	6
„ 18.	7.30 p.m.	Barque <i>Nimrod</i> , of Liverpool. Fafeield No. 1 Life-boat rescued the pilot and crew . . . . .	18
„ 20.	7 p.m.	Yawl <i>Dazzler</i> , of Wexford. Wexford No. 1 Life-boat rescued the crew . . . . .	6
„ 25.	12.15 a.m.	Smack <i>Conqueror</i> , of Newburgh. Newburgh Life-boat saved the crew . . . . .	2
„ 28.	8 a.m.	Brig <i>Percy</i> , of Riga. Ramsgate Life-boat saved three of the crew . . . . .	3
		{ Ketch <i>Harriet</i> , of Goole. Ramsgate Life-boat assisted to save vessel and those on board . . . . .	{ 8
„ 28.	7.45 p.m.	{ Schooner <i>Venus</i> , of Exeter. Ramsgate Life-boat rendered assistance . Billiboy <i>Amity</i> , of Goole. Palling No. 1 Life-boat rendered assistance .	{ 8
„ 30.	2 a.m.	Billiboy <i>Amity</i> , of Goole. Palling No. 1 Life-boat rendered assistance . . . . .	8
Dec. 1.	6.30 p.m.	Schooner <i>Brothers</i> , of Harwich. Caister No. 2 Life-boat rendered assistance . . . . .	
„ 3.	9 a.m.	S.S. <i>Amulet</i> , of Rotterdam. Hauxley Life-boat saved . . . . .	21
„ 4.	8 a.m.	Fishing boats, of Newbiggin. Newbiggin Life-boat rendered assistance . . . . .	
„ 4.	9 a.m.	Fishing coble, of Holy Island. Holy Island No. 1 Life-boat saved boat and crew . . . . .	4
„ 4.	1.20 p.m.	Barque <i>Rheinland</i> , of Harburg. Tynemouth No. 2 Life-boat saved . . . . .	2
„ 4.	11.20 p.m.	Schooner <i>Argo</i> , of Copenhagen. Tynemouth No. 2 Life-boat rendered assistance . . . . .	
„ 5.	10.45 a.m.	Brigantine <i>Hoppet</i> , of Helsingborg. Seaton Carew Life-boat rescued the crew . . . . .	7
„ 5.	4 p.m.	Schooner <i>Anapira</i> , of Newburgh. Hartlepool Nos. 2 and 3 Life-boats saved vessel and crew . . . . .	5
„ 5.	4.45 p.m.	{ Brigantine <i>Xanthus</i> , of Aberystwith. } Fishguard No. 2 Life-boat Schooner <i>Llaethlu</i> , of Newquay. } saved the crews . . . . .	{ 6 4 4
„ 5.	4.45 p.m.	Schooner <i>John Stoward</i> , of Aberystwith. . . . .	4
„ 6.	7.30 a.m.	Barque <i>Carolina</i> , of Hernosand. Sheringham Life-boat rendered assist. . . . .	
„ 6.	11.45 a.m.	Brig <i>Star of Hope</i> , of Newcastle. Whitby No. 1 Life-boat rescued. . . . .	6
„ 6.	2 p.m.	Lugger <i>Ecureuil</i> , of Gravelines. Hartlepool No. 1 Life-boat saved. . . . .	5
„ 6.	3 p.m.	Schooner <i>Laura Ann</i> , of Faversham. Grimsby Life-boat rendered assistance . . . . .	
„ 7.	3 a.m.	Danish schooner <i>Edmund</i> . Hartlepool No. 3 Life-boat saved the crew . . . . .	7
„ 7.	7 a.m.	Brig <i>Catharina Regina</i> , of Riga. Hauxley Life-boat rescued . . . . .	8
„ 7.	10 p.m.	Brig <i>John</i> , of Hartlepool. Hartlepool No. 3 Life-boat rescued the crew . . . . .	7
„ 8.	2 p.m.	Schooner <i>Libra</i> , of Bockzetelerfehn. Saltburn Life-boat rescued . . . . .	5
„ 8.	2.45 p.m.	Schooner <i>Star</i> , of St. Agnes. Hayle Life-boat saved the crew . . . . .	3
„ 9.	10.30 a.m.	Barque <i>Ross</i> , of Arendal, Norway. Hauxley Life-boat landed crew . . . . .	10
„ 15.	6.40 a.m.	Brigantine <i>Andreas</i> , of Skjelskes. Blyth No. 2 Life-boat saved . . . . .	8
„ 17.	5.15 a.m.	S.S. <i>Bradley</i> , of Liverpool. Caister Life-boats assisted to save vessel and crew . . . . .	15
„ 18.	1 a.m.	Barque <i>Egmont</i> , of South Shields. Ramsgate Life-boat saved the crew . . . . .	13
„ 18.	9.30 a.m.	Norwegian barque <i>Storjohann</i> . St. David's Life-boat assisted to save derelict vessel . . . . .	
„ 19.	11.15 a.m.	Schooner <i>Vigilant</i> , of Dundee. Arbroath Life-boat rendered assistance . . . . .	
„ 20.	3 p.m.	Steam-tug <i>Irvine</i> , of Irvine. Irvine Life-boat saved the crew . . . . .	4
Total lives saved by the Life-boats in 1882, in addition to 23 vessels . . . . .			741
Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats . . . . .			143
Total lives saved in 1882 . . . . .			884

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.  
 President—HIS GRACE THE DUKE OF NORTHUMBERLAND, P.C., D.C.L.  
 Chairman—THOMAS CHAPMAN, Esq., F.R.S., V.P.  
 Deputy Chairman—EDWARD BIRKBECK, Esq., M.P., V.P.  
 Secretary—RICHARD LEWIS, of the Inner Temple, Esq., Barrister-at-Law.

## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that, during the past year (1882), the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £30,355 on its 272 Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 884 persons from various shipwrecks on our coasts.

### GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING THE PAST YEAR.

	£.	s.	d.
Number of Lives rescued by Life-boats, in addition to 23 Vessels saved by them . . . . .	741	..	..
Number of Lives saved by Shore-boats, &c. . . . .	143	..	..
Amount of Pecuniary Rewards for Saving Life . . . . .	..	3,134	8 1
Honorary Rewards:—Silver Medals and Clasps . . . . .	11	..	..
Votes of Thanks on Vellum and Parchment . . . . .	19	..	..
Total . . . . .	30	884	£3,134 8 1

The Committee desire to acknowledge with gratitude the liberal support which they have received from the British Public during the past few years,—a support which has enabled them to establish their present great Life-saving Fleet of 272 Life-boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain the Life-boats in a thoroughly efficient state, and its crews practised in the management of the boats, which can only be effected by a large and *permanent Annual Income*, they earnestly appeal to all classes of their countrymen to continue to aid them in upholding and perpetuating so great and truly national a Work.

The number of lives saved either by the Life-boats of the Institution, or by special exertions for which it has granted rewards, since its formation, is 29,600; for which services 95 Gold Medals, 950 Silver Medals, and £72,600 in cash have been granted as rewards.

The average expense of a Life-boat is £1,000. Its cost for a 10-oared boat is made up as follows:—

Life-boat and her equipment, including Life-Belts for the crew, and Transporting-carriage for the Life-boat . . . . .	£650
Boat-house (average cost) . . . . .	350
Total . . . . .	£1,000

The average annual expense of maintaining a Life-boat Station is £70.

Donations and *Annual Subscriptions* are thankfully received by the Bankers of the Institution, Messrs. COUTTS AND Co, 59 Strand; Messrs. HERRIES, FARQUHAR, AND Co., 16 St. James's Street; Messrs. HOARE, 37 Fleet Street, London; by all the other Bankers in the United Kingdom; by all the Life-boat Branches; and by the Secretary, RICHARD LEWIS, Esq., at the Institution, 14 JOHN STREET, ADELPHI, LONDON, W.C.—February 1, 1883.