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THE EFFECT OF OIL ON BREAKING WAVES AND COAST SURF.

THE expression "Pouring oil on troubled waters" has been from some remote period metaphorically used to signify the allayment of anger and strife by kind and gentle words. Like all other metaphors, this one was no doubt derived from an established and well-known fact; hence we may reasonably assume that the phenomenon of oil stilling the disturbed surface of water was observed in ancient times.

An impression is prevalent that it is referred to in the Old Testament, which is not the case, and the earliest notice of it is, we believe, to be found in the writings of Pliny the elder, the Roman author, who flourished in the first century of the Christian era, in which the following passage, translated by Dr. Philemon Holland in 1601, occurs:—

"All seas are made calme and still with oyle, and therefore the dyvers do spurt it abroad with their mouths into the water, because it dulleth the unpleasant nature thereof, and carryeth a light with it."

The divers referred to in the quotation were, we presume, men who dived for pearl-oysters, corals, and sponges off the eastern shores of the Mediterranean Sea. It does not, however, follow that because oil was thus turned to practical account, it had the power of breaking the force of mighty waves, and forbidding their crests to rise.

Nevertheless, it seems strange that this singular effect of oil in smoothing the water's surface, which was so early observed and recorded, has not long ago been amply tested, and, if proved to be of value, been brought into general use.

From time to time statements have appeared in the newspapers of the day, announcing its successful employment in storms at sea, more especially by whale-ships, the master and crews of which have frequent opportunities, when securing the oil and blubber from captive whales, of noticing its effect in smoothing the more or less ruffled surface of the sea.

It is likewise said that the shoals of pilchards, a very oily fish, are often discerned by the smoothness of the water around them, arising from the oil exuding from their bodies.

Enquiry has also divulged that, in isolated cases, the fishermen on some parts of our coasts have been in the habit of throwing oil into the sea, with evident advantage, when running for the shore through broken water.

All the more surprising, then, does it appear that so simple an antidote to a terrible danger has not long since been universally adopted.

The question has, however, of late awakened general interest, through the publicity given to it by the newspaper press, arising from a series of experiments

carried out at Peterhead and Aberdeen, with the object of smoothing the broken water at the entrances of those harbours, and thus enabling vessels to enter them with comparative safety in on-shore gales of wind. We may therefore hope that this matter will not be dropped until it is proved whether or not the use of oil to still the waves is of practical value.

The question may be divided into three branches, viz. :

1st. The use of oil on shipboard.

2nd. On board fishing and other open boats, and Life-boats.

3rd. At the entrances of harbours.

The second division is that which most concerns us, especially that part of it which applies to Life-boats, whose function is chiefly performed amidst heavy seas and surfs, and which must ever be a work of dangerous character. We will, however, remark on each in succession.

1st. The use of oil on shipboard.

For proofs of the effectiveness of oil as a source of safety to ships we are, of course, dependent on the published accounts given by masters of vessels who have proved its efficacy. The following, selected from those at our command, which we give in their own words, will be found of interest, and their publication will, we trust, lead to a more general adoption, or at least to experimental trials, of so simple and apparently efficacious a means of safety, by the masters of other ships.

(1.) Mr. T. A. CREGAN, master-mariner of Glasgow, wrote to the editor of *The Glasgow Herald* on the 1st March, 1882:—

“Some months ago I encountered a very heavy gale when crossing the Bay of Biscay, during which several steamers were lost. My ship was steaming head to sea, and making very little progress, and the sea, which was from the S.W., was breaking on board abaft the bridge, and occasionally with great violence. I had two canvas bags made of a triangular shape, the pointed ends of which were punctured with small holes, a quart of common lamp oil put in each bag, the mouths of which were then tightly tied up to prevent the oil escaping. The bags were then hung one over each bow, with sufficient line to let them tow without jumping, and after the oil commenced to flow

through the punctures freely, the result was most satisfactory, scarcely a sea coming on board—each wave as it reached the oil ceasing to curl, and undulating past the ship without a break. The oil in each bag lasted eight hours. The following voyage it was my misfortune to have to put it to a still more practical test, and again the result surpassed my most sanguine expectations. I was compelled to abandon my vessel at midnight, during a very heavy sea, and the safety of myself and crew lay in launching the boats successfully. The boats, which had been previously provisioned, &c., were in readiness for lowering, but the sea, which was running alongside and breaking over the ship, made me doubt the possibility of the boats ever living in it, even if the difficulty of launching them was overcome, and to the use of oil, under Providence, we owe our lives. I caused two tins of common lamp oil, each containing about two gallons, to be emptied, one over each side, and after giving it time to diffuse itself over the water, the boats were lowered and sheered clear of the sinking ship without shipping as much as a bucketful of water. The waves were still there, towering 30 and 40 feet above us, but without a break or a white-topped one among them, while ahead and astern they were breaking heavily.”

(2.) Captain JAMES FORMAN, of the ship *Airlie*, of Dundee, writes:—

“On the 28th February, 1882, on our homeward passage from Calcutta, we encountered a severe gale from S.W., shifting, as is usual, to N.W., and then unexpectedly to N.N.E. immediately after the N.W. shift. For four hours it blew almost a hurricane, not steadily, but in terrific bursts. For the first hour and a half my ship lay down almost unmanageable, the wind N.E., ship heading N.W., with S.W. sea rolling in over our lee rail, completely sweeping our decks, but, I am thankful to say, did no great damage. We were obliged to cast away our lower fore topsail and topmast staysail to ease the ship and keep her from falling off. We had to let them blow away, as the men could not move about the decks in safety. After the first four hours it settled down into a strong gale, wind N.E. We lay for thirty-six hours on the starboard tack, a very heavy sea gradually getting up, which washed our forward boats adrift, and stove in one of the plates on our starboard bow, breaking the angle-iron inside short off. Heavy seas were constantly breaking over us, and the decks were flooded constantly. After thirty-six hours of a very hard blow, the wind eased, and we kept away on our course again for twelve hours. As we were evidently overtaking the storm again, I was obliged to heave-to again, the wind and sea being too

heavy for us to run with safety. This time I hove-to on the port tack, under lower main, topsail, and reefed main staysail. There was a tremendous sea running, the breakers being long and very wicked. As soon as we were hove-to I saw that unless something unusual were tried, we should be certain to lose our boats, and perhaps get serious damage; so I determined to try the oil. The result was magical. In half an hour after the oil was put over, the weather side of our deck was dry, and for the next forty-eight hours not even so much as a spray broke over us. I have no doubt you have some idea of an Atlantic breaker after four days of an almost continuous gale. We stood and looked at them, rolling and breaking all round us, but the moment they came to the oil they stopped and fell dead, as if by magic. My firm opinion is that, had we not used the oil, my ship would have come out of it without boats or anything else that the sea could have washed away, if not far more serious damage; whereas, during the latter part of the gale, we lay like a bird, all the hurt we got being during the first part. I shall always use it under similar circumstances in the future. I tried it once before, two years ago, while running heavily, but my vessel sailed too fast for it to act, as she ran out of the influence of the oil too quickly. With a vessel lying-to it is quite a different matter, and there is no trouble attached to it whatever.

"I filled my canvas bags with raw linseed oil, each bag being 18 inches long by about 6 inches in diameter, and holding about two gallons of oil. One bag hung over amidships, and one from the cat-head.

"During the whole time I never renewed the oil in the bags; what was put over at the beginning lasting the whole time, there being over a quart of oil remaining in each bag when hauled in.

"The bags were simply punctured with a large sail needle, in half a dozen places. The bags were bent to about 50 fathoms of small line, all of which was veered out, but they never went half that distance from the ship, and floated just like a bladder. The influence of the oil spread fully a ship's length to windward of the bags, and the heaviest breakers never came far within the outside limit of the oil.

"Such, then, is the result of using oil. I did it as an experiment, to a great extent, as I had never tried it before under similar circumstances. At the same time I was almost certain it would have the effect I wished for, though not to such a great extent. I am thankful it did, for had one of the tremendous rollers broken fairly on board of us, there is no saying what the result would have been.

"I intend putting a can of oil in each of my Life-boats as soon as we get to sea, with bag and line all ready in case of emergency."

(3) "On the 18th December, 1882," states Captain TAYLOR, of the schooner *Gleaner*, "at about 8.30 A.M., I ran for Montrose Harbour. I had about half a gallon of Colza oil on board, which we poured over the stern, and which immediately had a most decided effect in lessening the power of the breaking seas, and enabled us to keep our course through the heavy sea, no water breaking over her. When between the Leads and the Annat Buoy, our oil got done, and we were struck by a heavy sea, which broke over the stern, completely filling our decks, and hove us northwards towards the Annat Bank. We were able to bring her into her course again. The ebb tide and the 'fresh' in the river caused it to run seven knots, and was very dangerous."

(4) "On the 11th December, 1882, the *East Anglian*, in charge of Captain BEACHER, made the entrance of the Tyne when an easterly gale was at its worst, and when great danger attended any vessel passing the bar. The master reports that he resolved to try the effects of oil upon the waves, and stationed two men, each with a two-gallon bottle of oil, at the vessel's bows, one on either side. The oil was gently poured upon the 'broken' water, and the effect was that it became comparatively smooth, and the vessel passed into the harbour with little difficulty. The oil used was that usually burnt in the ship's lamps, and only four or five gallons were poured upon the sea."

(5.) Captain F. W. LASHBROOKE, master of the ketch *Elizabeth*, of Bude, writes:—

"On the night of the 13th December, 1882, I was on a voyage from Porthmadoc to Plymouth. Between Milford and the Land's End we encountered a severe gale from the northward, with thick snow. Failing to make any lights, I was obliged to heave-to. The sea was terrific. One sea broke on us, smashing the gangway in; also some bulwarks. I was afraid a few more seas like that would sweep the decks. Lashing some spars up to make a temporary gangway, I hung a sail over, and threw some oil about the sail. This, I found, prevented any sea breaking against it. I then got a loose bag and threw some oil over it, wrapping it together and making a rope fast to it. I hung it over the bows; this, I found, prevented any sea breaking on board. I had to replace the bag, with some oil on it, every half hour. I was hove-to about six hours after using the oil, and not one sea broke on board, although the sea was fearful. Previous to using the oil,

many seas broke on board. The snow clearing, we ran the ship, and in running I found the oil invaluable, towing a bag on each side, with some oil about it. The oil I used was Colza oil. I tried some linseed oil: it did not answer so well. The quantity I used was trifling. I had only two quarts of Colza on board, and that lasted me eight hours. I have every confidence in it, and should not be afraid to run in any sea (even into Bude with a north-west gale) if I had, say, a can of Colza oil and a few loose bags. My plan would be to soak those bags in the oil, then roll them up, making fast a rope to them, and hang them over the side, well forward, to keep the sea from breaking over the waist of the ship. I hope it may be more fully known that oil, properly used, may prevent many serious accidents."

(6) "New York, 21st September, 1882.—The steamship *Stannore*, from Swansea, which has arrived here, reports having experienced terrible weather, and the captain ascribes her safety to the fact of her towing a bag of oil, which slightly escaped when running before the wind."

(7) "Steamship *Goral*.—On the 22nd October, 1881, Captain Brown, the master, when entering the harbour of Aberdeen through a heavy sea, and alive to the danger of doing so, in the event of a sea striking the vessel's side at the critical moment of passing the harbour bar, took the precaution of throwing overboard a quantity of oil, which had the immediate effect of preventing the breaking of seas near her, and she passed safely through the narrow entrance."

Such are a few cases, apparently well authenticated, of this peculiar and seemingly invaluable property of oil. Perhaps its most extraordinary characteristic is that so very small a quantity should have so great an effect, the thinnest conceivable film on the water's surface sufficing to subdue the rising crest of a huge wave, so that even saturating a sail or an empty bag with oil, in the case of the ketch *Elizabeth*, produced the desired effect.

We have above expressed a hope that the masters of vessels in the Merchant Service may be induced, in circumstances of danger, to more extensively test the value of "oiling the waves," so as to establish its utility, or prove it to be but a "broken reed" in which to trust.

We would further suggest that the Lords of the Admiralty would effect a

great public benefit, at a trifling cost, if they were to issue instructions to the Commanders-in-chief of all our Fleets to direct the Captains of every ship under their command to carry out a series of experiments with oil when suitable opportunities should occur, the results of which, being then duly reported, and submitted for examination and comparison to a Board of competent naval officers.

The publication of such, with the Board's commentary on the same, could not fail to be of universal interest, and might become a text-book on the subject to the seamen of every maritime country in the world.

2nd. The use of oil on board fishing and other open boats and Life-boats.

But if oil can be thus effectually employed to protect the great ships of the sea from the fury of a storm, it might be presumed that it could be even more so in the case of boats overtaken by a gale, or having to encounter a high surf when running for the shore, and that it might even be of service to Life-boats, which are not unfrequently overwhelmed, and are occasionally upset, by heavy broken waves.

On this head we have been unable as yet to collect any sufficient series of illustrative cases, but have ascertained that numerous instances have, from time to time, occurred of fishermen and others, who happened to have oil in their boats, availing themselves of the same to prevent the waves from breaking, and have done so with marked success, thereby saving their boats and their own lives. Yet, strange to say, its use has never been generally and systematically adopted, and its value, as a wave-smoother, has been only casually or incidentally known, as a matter of hearsay or tradition.

The District Inspectors of Life-boats to the NATIONAL LIFE-BOAT INSTITUTION have, however, been instructed by its Committee of Management to take opportunities to test its value when exercising the crews of its Life-boats in heavy seas. This has to some extent been done, but not yet in

a sufficient number of instances to admit of a decisive opinion as to its practical value for Life-boat work to justify the addition of a supply of oil to the articles already forming the complete equipment of a Life-boat when afloat on service, or to enable any definite rules to be drawn up as to the manner of its application.

Indeed, before doing so, two points require to be considered.

1. Anything which might divert the attention of the coxwain and crew of a Life-boat from its careful and skilful management in a heavy broken sea would be an evil, and in so far as the manipulation and discharge of the oil should do so, the same would be a drawback to any advantage derived from its use.

2. The space in a Life-boat being very limited, every superfluous article carried in one is an inconvenience, and hence its utility should be well established before its adoption.

The general tenor of the reports of the Inspectors is to the effect that in a moderate coast surf a small quantity of oil produces an extraordinary effect, by preventing the breaking of the waves, and causing a smoothness of surface without affecting their undulating motion, but that there is some uncertainty in its action, and that a somewhat heavier wave than the average ones will suddenly burst through the thin film of oil, and its crest break and fall over as usual.

Another element of uncertainty is the circumstance that in the event of a strong wind, sea or tide crossing the direction of a boat's course, it rapidly carries the oil with it, leaving the boat unprotected by its influence.

The Inspectors all more or less agree that the effect of the oil is less in surf, in comparatively shallow water, than in the open sea. None of them, however, have yet arrived at a definite opinion as to its probable usefulness as a portion of a Life-boat's equipment; and undoubtedly many more experimental trials must take place before they will be able to do so. The relative values of different oils has

likewise to be ascertained. Those hitherto tried have been linseed, colza, fish-oil, and paraffin, all producing the desired effect, which in the case of the last named, on account of its thinness or greater fluidity, could hardly have been expected.

Another point to be determined is the amount of oil which could, with most advantage, be used, and the best manner of distributing it.

At a future period we may hope to have acquired such an amount of experimental knowledge on the subject as may be of great practical value; for the present, we will only quote from a report on it by Commander LAPRIMAUDAYE, R.N., one of the District Inspectors, the following passages, which will convey some idea of the character and results of experiments hitherto made.

"The occasions on which experiments of any value can be made from a Life-boat are necessarily rare, from several causes. Unless anchored, a Life-boat cannot be easily kept stationary, and soon leaves the oiled water, while her incessant rolling motion in troubled water interferes with observation. Moreover, in the strong tides on the coast of England, it is impossible, unless going directly with the current, to see any effect of oil thrown from the boat herself.

"When pulling head to sea, no result is of course obtained by dropping oil, which is speedily washed astern; neither is any advantage gained by its use when crossing the sea, unless the tide be setting in the direction of the boat's course, and then the boat's progress must be retarded to allow the oil 'smooth' to keep pace with the boat. The oil can, however, be used when at anchor, enclosed in a bag used as an anchor buoy, or when running before the sea, by towing similar bags astern, or hanging them on either bow or quarter. At anchor, again, the tide is frequently found running athwart the sea, when the oil will have little or no beneficial effect. I found, on a recent trial, that the action of the oil, when riding at anchor in water covered by it, was uncertain, and in a manner capricious. The canvas bag, which held about two gallons, was attached to the anchor, and allowed the oil to exude freely, without being pierced. The width of water apparently affected by its action may have been 50 feet when taken on either side of the boat, which was riding to 20 fathoms of cable, in

about 10 feet of water, the tide running at the time between one and two miles an hour. The sea occasionally broke heavily, and a succession of rollers passed under the boat during the whole period, about thirty minutes.

"The effect of the oil was visible enough in disarming sea after sea of its crest, but at intervals a wave rather larger than the rest appeared quite unaffected, and passed through the usual conditions of a breaking surf. An open boat might have been swamped by any one of these, had the fall coincided with the position of the boat.

"I subsequently pulled quite slowly through the breaking water towards the shore for a mile or more, and allowed the oil to drip from the bag on one bow, occasionally pouring a little overboard. Here, as before, the effect was only partial, one sea especially breaking right over the boat's quarter. In both cases the oil proved a partial protection, but by no means an absolute shelter from the sea."

3rd. At the entrances of harbours.

At the instigation of Mr. I. SHIELDS, a millowner of Perth, and to a great extent, we believe, at his own expense, an apparatus for discharging oil to seaward of the entrances of harbours having bars, or otherwise exposed to heavy surfs, to the endangerment of vessels entering them, was laid down and tested at Peterhead in January, 1882, the following description of which, taken from the *Aberdeen Journal* of the 13th of that month, will give an idea of the character of the apparatus.

"Some time ago it will be remembered that Mr. Shields, of Perth, experimented with oil at the bar of the north harbour of Peterhead, in order to attempt to prevent the waves, as they rolled inwards, from breaking, and reduce them to long undulating rollers which a small boat could pass over with perfect safety. The experiment was so successful that Mr. Shields determined to lay the apparatus which he had invented at the bottom of the bar of the north harbour at his own expense, in order to demonstrate how useful and advantageous it would be for vessels crossing a bar when the sea was rough and dangerous. The apparatus consists of a pipe, 1,200 feet in length, with three conical valves, 75 feet apart from each other, which prevent the oil from escaping, except when the force-pump, in a small house erected for the purpose at the Roanheads, is set at work. This winter there have been very few gales of wind from the direction which renders the north bar rough, and it was not till yesterday that a

suitable opportunity arose to prove the efficacy of the invention. The wind blew from the south-east, and the waves broke with so much force that the 'ball' was hoisted, to indicate that it was dangerous for boats to cross the bar. Mr. Shields, who was accompanied by Mr. Yeaman, Dundee, was in Peterhead, and a trial was determined to be made. In the forenoon it was found that the first length of the piping, not having been sufficiently weighted, had risen to the surface, and the tug-boat and some men were sent out to fix additional weights to it. *This having been done, the pipes were charged with refined seal oil, about 100 gallons being required for the purpose. Only one or two gallons are necessary, however, to 'still the troubled waters' after the pipes are filled, and the remainder lies in readiness for the next occasion. It was high water about 3 o'clock in the afternoon, when the trial was made, and at that time the sea was breaking right across the whole bar. So dangerous was the sea that the tug-boat, with a vessel in tow, had to 'stand off'; but the oil gradually rose to the surface, and, covering the whole surface of the sea between the outermost rocks jutting from the Roanheads and the North Head, converted what was before broken water into a glassy and undulating ocean, so that the tug-boat and ship were able to come in with safety. Instead of the waves cresting upwards and breaking, they rolled gently inwards; and it was surprising to see some of the larger ones, which had threatened to dash with violence on the piers, come in so smoothly and peacefully. One or two vessels went out while the oil was at work, and the duties of the pilots were rendered less onerous. Mr. Shield's invention is one which should be carefully taken into consideration by all those connected with harbours, as there is not the slightest doubt that at Peterhead (where the whole apparatus has been laid down at the inventor's own expense) it has been a wonderful success. Mr. Shields and Mr. Yeaman will remain a few days, to see if an opportunity can be obtained of testing the apparatus when the wind is from the north or north-east."*

A similar apparatus was tested at Aberdeen in October last in a heavy S.E. gale, with, it is stated, favourable results.

It may be remembered that in July last the EARL OF CARNARVON brought the subject before the House of Lords with a view to ascertaining if the Government would be prepared to assist, by a vote of public money or otherwise, to carry out a series of careful experiments, in order to ascertain if the entrances to the more

dangerous harbours of the United Kingdom might be thus protected during the stormy months of the year.

In the course of a reply LORD SUDELEY, on the part of the Board of Trade, observed—"Of one thing there could be no doubt, that a great quantity of oil would have to be used; a considerable expense incurred in laying pipes outside the harbours, and keeping them in good working order; and that there would be great

danger that the various currents and tides might often carry away the oil-film spread upon the waters before it could be of any service." In which opinion we entirely concur. Nevertheless, it is to be hoped that, as in the case of ships, open boats and Life-boats, experiments of a sufficiently extended nature will now be carried out to settle the question one way or the other.

THE LIFE-BOATS OF THE UNITED KINGDOM.

LII. PLYMOUTH.—*The Clemency*, 34 feet by 7 feet 9 inches, 10 oars.

ALTHOUGH the history of Plymouth is intimately connected with the exploits of the renowned and adventurous sailors of the Elizabethan era, it does not seem to have held that prominent place in the earlier maritime history of the country that might have been expected from the important position it has long attained, both as a naval arsenal and a port of commerce. Celtic and Roman remains have been found which prove its claim to antiquity, and before the Norman Conquest it was known by the name of Tamarwearth, afterwards changed to Sutton or Southport, before it received its present name. However, in the time of Henry II. it is described as being "a mene thing as an inhabitation for fischers." In the fourteenth century it appears to have been of sufficient importance to bring down upon it the fury of the French, who attacked the place in 1339, and although ultimately repulsed with great loss, it was not until after they had landed and destroyed a great part of the town. In 1350 these unwelcome visitors again made their appearance, but were driven off without being able to do much mischief. These visits were shortly to be repaid, for in 1355 Edward the Black Prince sailed from here with a large force, on the expedition which ended with the victory of Poitiers. Some authorities assert that this Prince landed here with his prisoner, the King of France, and not at Sandwich as generally believed. The last time he returned to this country, only to die

young, he certainly landed here, and was conveyed in a litter to London.

From this time Plymouth appears to have risen in importance and in Royal estimation, for more than one attempt appears to have been made to fortify it under Royal orders, but this was not done until after 1400, when the French fleet, on its way to Wales under James of Bourbon, put in here, destroyed a large part of the town, and plundered the neighbourhood, to be shortly followed by Du Chastet, Lord of Brittany, with a larger force, who burnt six hundred houses and carried off many prisoners. The part of the town then destroyed was long known by the name of Breton, or Briton Side, a distinction it has only lost in recent years. The town was then fortified under a patent from Henry IV. In 1470 the Duke of Clarence and his confederates landed here, to raise the revolt that ended in the temporary restoration of Henry VI.

In the time of Henry VIII. Leland visited it, and has left us the following description of the harbour then in use, and which was the chief, if not the only mercantile port used, until the recent construction of the Millbay Docks by the Great Western Railway Company:—"The mouth of the gulf (Sutton Pool), where the ships of Plymouth lyeth, is waulled on eche side and chained over in time of necessity; on the south west side of the mouth is a block-house, and on a rocky hill hard by it is a strong castle quadrate, having on eche corner a great round tower. It seemeth to be no very old peace of work."

In the reign of Elizabeth those renowned

sons of Devonshire—Drake, Raleigh, and Hawkins, with their companions, contributed largely towards the fame of the port and to raise its importance. Of course the great feat of that day was the destruction of the Spanish "Invincible Armada" by the English fleet, under Lord Howard, of Effingham, the former containing the flower of Spanish chivalry, coming, as they believed, to make a complete conquest of these islands, and to add them to the Spanish dominions. Whether true or not, the well-known anecdote of Sir Francis Drake not allowing a game of bowls he was playing with Hawkins and others, to be interrupted by the news that the Armada was in sight, until it was finished, saying there was quite time to finish the game and thrash the Spaniards also, was characteristic of the man and of the indomitable spirit that distinguished him and his fellows. Drake appears to have been a benefactor to Plymouth in more ways than one, for besides making it his rendezvous in going and returning from his adventurous voyages, when he generally returned with "great store in silver and gold in blocks," he represented it in Parliament, and was at one time Mayor. The town is indebted to him for its supply of water, the long "leat," or canal that brings it from Dartmoor having been constructed by him. At the annual "Fysehing Feaste" of the Corporation, when the leat is inspected, a goblet of water is drunk at the weir head, "to the pious memory of Sir Francis Drake, with the hope that "the descendants of him who brought us water may never want wine," of which, as he died childless, we cannot quite see the force.

Tradition gives him the reputation of having been a magician, who exerted his power in this matter of the water supply, by riding on to Dartmoor, and having found a suitable stream, uttering some magical words over it, and turning his horse's head, galloped straight into Plymouth, the charmed water following close at his horse's heels all the way. He is also supposed, when in chase of the Spanish Armada, to have called for a block of wood and an axe, and having cut the wood in pieces, to have thrown the chips overboard. These turned into fire-ships and burnt the enemy's vessels.

In addition to Drake and Raleigh, Grenville, Gilbert, Frobisher, Cavendish,

and all the other prominent sailors of that time, made Plymouth their headquarters.

During the Civil War of the seventeenth century, Plymouth remained staunchly faithful to the Parliamentary side; several attempts to take it by siege and assault having failed, with great loss to the Royalist forces, a strict blockade was resorted to, which led to great privations and suffering on the part of the townspeople. At one time, "when no fresh victuals of either flesh or fish could be had," immense shoals of pilchards came into the harbour in such quantities as not only to relieve the sufferers' present wants, but to enable them to increase their store of provisions by salting large quantities.

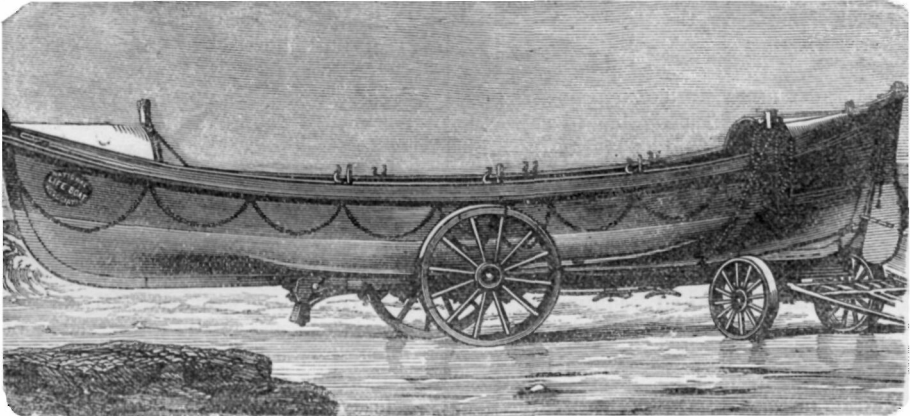
During the persecution of the Protestants on the Continent, many Huguenots who escaped, settled in this neighbourhood, and many well-known local names indicate Flemish and French origins. Huguenot churches were established in Plymouth in 1690, and the last existed until 1810.

The great work here, and which must have immensely contributed to its importance as a port, is the breakwater. When it was undertaken, in the year 1811, it must have severely taxed the resources and ingenuity of the originators, Messrs. Rennie and Whidby, to construct it, with the mechanical appliances and experience of those times, so different and inferior to those of the present day. It forms a perfectly safe anchorage for men-of-war; but even its protection is not found sufficient to prevent casualties from time to time amongst merchant ships. These mostly anchor in the N.E. corner of the Sound, where a heavy sea sets in during S.W. gales, that sometimes proves too much for their anchors and cables, causing wrecks from time to time, that call for the services of the ROYAL NATIONAL LIFE-BOAT INSTITUTION'S boat to save life, and sometimes property. The first Life-boat was stationed here by the Institution in 1862, having been presented by Miss BURDETT COURTTS, and had saved sixty lives when it was superseded, in 1873, by the present ten-oared boat, presented by the Hon. Mrs. HUBBARD, which is now kept in a very convenient and well-built boathouse on the western side of the entrance to Millbay. She has saved fourteen lives, and in 1880 performed a very arduous and important service, by rescu-

ing, in conjunction with the Government tug, the disabled steamer *Hankow* with a very valuable cargo on board, from a most dangerous position at the back of the breakwater, during a heavy S.W. gale.

The branch is under the management of a thoroughly representative committee, of which Admiral D. H. HICKLEY is the chairman, and J. ROONEY, Esq., the honorary secretary.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



PORTRHEVEN, CORNWALL.—The 30-foot Life-boat on this station has been replaced by a new and larger boat, 34 feet long, 8 feet wide, and rowing 10 oars, double banked. The cost of the new boat, with its transporting carriage, has been defrayed by the legacy of the late Mrs. ELIZA WRIGHT, of Southport, in memory of her late son, after whom the Life-boat is named the *Charles Henry Wright*. Since it has been placed on its station it has been tried by its crew, and has given every satisfaction.

SWANSEA.—It will be remembered by our readers that a sad accident happened to the Life-boat at the Mumbles, near Swansea, on the 27th of January last, while she was endeavouring to rescue the crew of the German barque *Admiral Prinz Adalbert*. On this occasion the Life-boat received such serious injury by being dashed with great violence over successive ridges of rocks, that she was unfitted for further service, and has therefore been replaced by a new Boat 34 feet long, 8½ feet wide, and rowing 10 oars double-banked. The Boat, the career of which was brought to so sad a termination, was presented to the Institution in the year 1866 by the town of Wolverhampton, and had

been instrumental, in the hands of its gallant crew, in saving no less than seventy-six lives from different shipwrecks, besides rendering assistance to several distressed vessels. We trust there is a prosperous future in store for the new Boat, which is also named the *Wolverhampton*.

LLANAEHAIARN, CARNARVONSHIRE.—The NATIONAL LIFE-BOAT INSTITUTION has formed a Life-boat establishment at Llanaelhaiarn, which is considered a very favourable position for such a station, inasmuch as it commands the entrance to the Menai Straits, Carnarvon bar, and the south shore of the bay, where vessels are often in danger. A suitable site for the Boat-house was found on the neck of the pier, under the lee of which the Life-boat will be launched, when required, in comparatively smooth water. The boat sent is one of the 37 feet class, rowing 12 oars double-banked, and is furnished with a transporting-carriage. The gift of 800*l.*, received by the Institution from Mrs. NOBLE, of Henley-on-Thames, through the Deputy-Chairman, Colonel FITZROY CLAYTON, was appropriated to this station, the same being specially contributed to provide a Life-boat for the Carnarvonshire coast, in memory of the late Captain

J. A. STRACHAN, who, on the occasion of the wreck of the s.s. *Cyprian* in Carnarvon Bay on the 14th of October, 1881, nobly gave up his own lifebelt to a poor stow-away boy, and was consequently drowned. The boat, which is named the *Cyprian*, arrived at Carnarvon on the 18th of April last, and on the following day the crew proceeded there and sailed the boat across the bay to its station, the transporting-carriage being in the meantime sent on by road.

MABLETHORPE, LINCOLNSHIRE.—It having been thought desirable to shift the Theddlethorpe Life-boat station to this place, where the boat is likely to be more serviceable, the NATIONAL LIFE-BOAT INSTITUTION has recently effected the transfer, and the opportunity has been taken to furnish the station with a new Life-boat, carriage, and equipment, the entire cost, and that of the boathouse, having been defrayed by A. HEYWOOD LONSDALE, Esq., a member of the Committee of Management of the Institution. The inauguration of this Life-boat station took place on the 4th of June last, in the presence of about ten thousand people, special excursion trains having been run for the occasion from all the neighbouring counties. A procession was formed in line, on the road by the railway station, at 1.30 P.M., and was constituted as follows:—Four policemen in line to clear the way, Louth Artillery Band, Life-boat with masts up, decorated with flags, and

drawn by twelve horses. The launchers were stationed in equal numbers on each side of the carriage and horses, to keep the crowd clear of the wheels, while the boat's crew followed the Life-boat, two and two, in their lifebelts and red caps, while the school children, numbering about one hundred, carrying banners and flags, brought up the rear. On arriving at the boat-house the ceremony began with an opening speech, and the presentation of the Life-boat by Commander St. VINCENT NEPEAN, R.N., District Inspector of Life-boats, as the representative of the donor and of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The gift was acknowledged by the Rev. R. W. CRACROFT, Honorary Secretary of the Lincolnshire Coast Shipwreck Association Branch, on behalf of the locality and of the Association. The religious service then took place, beginning with the "Hymn for those at Sea," and finally the ceremony of naming the boat the *Heywood* was performed by Miss LOFT, of Trusthorpe Hall, amidst vociferous cheering from the assembled crowd. Afterwards the boat, with the crew on board, was launched from its carriage. A strong wind was blowing from the E.N.E., and a rough sea running, and the spectators had a good opportunity of admiring the behaviour of the Life-boat and its crew, which was all that could be desired. Altogether the day's proceedings proved a great success.

THE GREAT INTERNATIONAL FISHERIES EXHIBITION.

ALTHOUGH it is not in our power, from want of space, in the present Number of the *Life-boat Journal*, or, indeed, in any one Number, to notice adequately this truly great "International Exhibition," the intimate connection of the fishermen of the country with the Life-boat service, is alone sufficient to call for a short prefatory notice of it. This duty is rendered the more agreeable from a firm conviction that we can with perfect truthfulness speak in high terms, both of the objects for which it has been organized, and the way in which they have been carried out.

It is almost a truism to say that our

coast boatmen occupy, to say the least, as warm a corner in the national heart as does any other section of the community, yet, by the nation at large, how little is known of that portion of itself which is employed in culling from the sea the apparently inexhaustible treasures of fish for our convenience and comfort; or of the hardships, dangers, and temptations of the fisherman's calling, all of which tend to form that character for hardihood and bravery for which, as a class, they are renowned.

If the great and much-lamented founder of International Exhibitions, H.R.H. the late PRINCE CONSORT, were still alive, with

what proud gratification would he have cause to look upon the numerous offspring of his noble and far-sighted proposition to hold the first "Great World's Fair" in 1851.

Although that parent exhibition was general, and not confined to any special industry, and there have since been many others of a similar kind, there have also sprung from it special ones, confined to particular industries. Fishing and fisheries were but sparingly represented until the year 1865, when Boulogne opened the series, to be soon followed by their countrymen at Arcachon and Havre. We next find one being held at the Hague, and soon afterwards another at Naples; then there seems to have been a lull until 1880, when the "International Fisheries Exhibition" was held at Berlin. This eclipsed all previous ones, but has in its turn been put in the shade by its descendant which we are considering.

With a better example of "the fitness of things" than is common, it fell to the lot of Norfolk, with its many important fisheries, to take the first step in awakening the public interest of this country on this matter, by holding its first Fishery Exhibition.

The example thus set was soon followed by Scotland, where the "Highland and Agricultural Society," true to its principles of doing all it could to promote the industries of the country, having seen the benefits to be derived from the Norfolk Exhibition, promoted and organized one in Edinburgh the succeeding year. As was naturally to be expected, these two have been entirely eclipsed by the International Fisheries Exhibition at South Kensington.

The classification of the exhibits and the general and special prizes offered by the "Committee of the Exhibition," and private benefactors, is most comprehensive. It includes every engine necessary or useful to the fisherman in the pursuit of his calling, as well as his clothes, food, medicine chest, houses to live in, contracts of partnership, insurance of lives, boats, gear, &c., and benefit societies.

We next come to the disposal of the fish when caught—"preparation, preservation, and utilization of fish, and all forms of fish life," included in class 5. Class 4 includes fish culture in all its branches, including "diseases," "sewerage," from the

fishes' point of view, by purifying streams from chemical or other matters injurious to fish life, and "acclimatisation of fish."

Class 5 comprises the natural history of all *water life* (if we may coin the word) of both river and sea.

Class 6 comprises the history and literature of fishing, fishery laws, and fish commerce.

Class 7 consists of collections within the scope of any of the foregoing classes.

As a supplement to this very comprehensive list, comes the "List of Subjects for Prize Essays," which includes six prizes of 100*l.* each, one of 50*l.*, and sixteen of 25*l.*, for different essays on almost every branch of this most interesting and important subject.

How well the invitation to take part in the Exhibition has been responded to, is shown by the fact of special Commissioners having been appointed for twenty-eight different foreign countries, besides twelve for our colonies and dependencies.

In addition to the vast fund of information, and knowledge of how others work, and what they work with, brought within our reach by a careful and intelligent study of the thousands of exhibits displayed throughout the building, the Committee have taken most important and material securities for success, in establishing conferences on various cognate subjects, and publishing a series of shilling hand-books by some of the most eminent authorities of the day. We can only express a hope that efforts will be made to obtain and publish the views and opinions of some of the leading men amongst the practical fishermen themselves, the subject in question being one in many parts of which the result of practical experience, intelligently expressed, will be of far greater value, and lead to sounder conclusions, than any amount of theoretical but higher cultivated opinion.

The effect of such an Exhibition will probably not be immediately perceived, but we may certainly look forward with confidence to its being of very material benefit to our fishermen, fishing interests, and even the fish themselves; for if it teaches us how to catch them better, it will also teach us how to protect their infancy, and prevent wanton and useless destruction.

THE LIFE-BOAT.

Words by Vice-Admiral J. R. WARD.

Last Verse and Music composed by
C. H. PURDAY.

Bold. mf

VOICE.

Fine ships and boats of ma-ny kinds There are up-on the sea ;

PIANO.

mf

Some work'd by sail, and some by steam, And o - ther sorts there be.

Repeat in Chorus after each verse.

But of all the brav-est ships and boats That stem the brin - y wave,

The life-boat is the boat of boats, Built human lives to save!

rit.

rit.

Detailed description: The image shows a musical score for a song. It consists of three staves. The top staff is a vocal line in G major (one sharp) and 2/4 time, with a melodic line and lyrics. The middle staff is a piano accompaniment in the right hand, and the bottom staff is the piano accompaniment in the left hand. Both piano parts feature chords and a steady rhythmic accompaniment. The piece concludes with a double bar line and repeat dots. The tempo marking 'rit.' (ritardando) appears above the vocal line and below the piano accompaniment.

Some ships and boats are built for speed,
 Whilst some are dull and slow,
 Being made to carry heavy loads;
 And some are built for show.
Chorus.—But of all the bravest ships and boats, &c.

Some ships they carry passengers
 Across the ocean wild;
 Troops, travellers, and emigrants,
 From their own land exiled.
Chorus.—But of all the bravest ships and boats, &c.

Brave boats, too, are those fishing craft,
 With hardy crews, and stout;
 And scarce is there a thing that floats
 We less could do without.
Chorus.—But of all the bravest ships and boats, &c.

'Twas in a fisher's boat our Lord
 Did work a miracle,
 When He the winds and waves rebuked,
 And bade them "Peace, be still."
 He, by His power, still guards and guides
 Upon the stormy wave,
 Our life-boats and their noble crews,
 His children's lives to save!



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



BALLYCOTTON, Co. CORK.—At about 4.30 P.M. on the 28th January, 1883, the barque *Argo*, of Sunderland, was sighted off Ballycotton, making for Cork harbour, close-hauled, the wind then blowing very hard from the S.S.W., with heavy rain. On the wind changing to W.S.W., she had to run for Ballycotton, and anchored in six fathoms. While paying out, the cable snapped at 35 fathoms before the ship came head to wind, and she was driven ashore. The Life-boat *Oliver Goldsmith* was launched at 8 P.M., in answer to signals of distress; but could not approach the ship nearer than a cable's length, on account of the heavy sea then running, she therefore stood by all night, to render assistance when possible. At 4.30 on the following morning the boat returned to her station, communication having been established with the ship by means of a rocket. The crew however did not avail themselves of this, and the Life-boat therefore again proceeded to the vessel, the weather having moderated, put a pilot on board, and brought ashore the master's orders for tugs, &c. All efforts to get the barque afloat were unsuccessful, and she ultimately became a total wreck on the beach.

BALLYWALTER, Co. DOWN.—A messenger having brought information at 1.30 P.M. on the 6th February that a vessel was ashore on the north end of the Long Rock, the crew of the *Admiral Henry*

Meynell Life-boat at once assembled, and crowds of the villagers dragged the boat by road to the scene of the wreck, much difficulty being experienced in getting her to the shore, on account of there being two ditches on the way. The boat was at last launched, but notwithstanding the noble exertions of her crew to battle with the fierce gale blowing from the E.S.E., she was driven ashore with great violence, three of her oars being broken. Owing to the strength of the gale and the violence of the surf great difficulty was experienced in saving the boat. After renewed exertions, however, she was again launched at 3 A.M., and succeeded in rescuing the crew of the vessel, consisting of six men, who had been all night in the rigging. The vessel was the brig *Euphemia Fullerton*, of Londonderry, bound to that port from Maryport with a cargo of coal. She became a total wreck.

The Rev. J. O'REILLY BLACKWOOD, the Honorary Secretary of the Ballywalter Branch of the Institution, went out as usual in the Life-boat, taking charge of her, and rendering valuable assistance. Mr. GEORGE PRIOR, chief officer of H.M. Coastguard at Ballywalter, rendered noble service in wading into the surf and assisting to get the boat launched, and Mr. J. B. GLOVER also rendered valuable aid on the occasion.

The Second Service Clasp of the Institution was awarded to the Rev. J. O'R. BLACKWOOD. The Silver Medal to Mr.

PRIOR, and the thanks of the Institution, inscribed on vellum to Mr. GLOVER, in acknowledgment of their co-operation. Extra rewards were also granted to the crew and launchers of the Life-boat.

BRANCASTER, NORFOLK.—At 3 P.M. on the 8th March, a vessel was seen striking on the Flats, and showing signals of distress. The crew of the *Lily Bird* Life-boat mustered, launched their boat as soon as possible, and proceeded to the vessel, by that time aground on the beach at Titchwell. The breakers being very heavy, and the mainmast going over the side to leeward, the Life-boat's anchor was let go to windward, and the boat veered down towards the wreck; but from the nature of the ground, the anchor could not hold. The crew, therefore, weighed the anchor, and tried again with a similar result. As it was impossible to go alongside without great risk of staving the boat, they remained as near the vessel as was prudent, until the tide fell and all danger was over. They then landed at Titchwell, afterwards assisting the crew of the barque to do the same about 9 P.M. She proved to be the *Margaret*, of Christiania, bound from Grimstad to Dover with ice.

CAHORE, CO. WEXFORD.—At about 11 o'clock on the morning of the 5th February, during a strong gale of wind from the S., and a heavy sea, signals of distress were shown by the Blackwater Lightship. The *John Brooke* Life-boat was launched, proceeded to her, and found that she had on board the crew, consisting of six men, of the brigantine *Zephyr*, of Rye. Their vessel had struck on the Blackwater Bank at about 8.30 the previous night, and immediately appeared to be breaking-up; the crew therefore launched their boat, and with much difficulty succeeded in getting on board the Lightship. They were taken into the Life-boat and brought safely to shore.

CAISTER, NORFOLK.—At 2.30 A.M. on the 26th January, during a heavy gale from the S. to S.W., a steam vessel was seen to get on the North Barber Sand. The crew of the Life-boat were called together, and the No. 1 Life-boat, the *Covent Garden*, was about to be launched, when a brigantine was observed to go on

the south end of the Sand. It was then agreed to launch the No. 2 Life-boat *Godsend* also, the No. 1 to go to the steamer, and the No. 2 boat to the brigantine. The No. 1 boat, however, was compelled by the shallowness of the water to pass close to the brigantine, and finding that the sea was breaking clean over her, the Life-boatmen fearing she would break up, could not risk passing her, so letting go their anchor, veered down, and with great difficulty took off the crew consisting of six men. This vessel was the *Dare*, of Sunderland, bound from that port to Caen, with a cargo of coal. The Life-boat then proceeded to the steamer; but as she was not in the break of the sea, she declined assistance. The boat then set sail, boat back to the brigantine, and found the No. 2 Life-boat riding by her. At flood tide, the vessel knocked off the Sand; some of the Life-boatmen and her own crew then boarded her, and a steam-tug coming up, the vessel and Life-boat were towed into harbour. The men when taken out of the vessel were in a most exhausted condition, and had not some rum which was in the Life-boat been given to them, in all probability some of them would have died in the boat.

At 5.30 A.M., on the 14th February, the schooner *Don*, of Aberdeen, bound to Sunderland with chalk, stranded on the South Barber Sand during a strong S. wind and a heavy sea. The No. 2 Life-boat promptly went to her assistance, and with the help of a steam-tug, eventually succeeded in getting her afloat. She had a crew of five men.

The s.s. *Barnsley*, of Grimsby, stranded on the Scroby Sand at 7.30 A.M., on the 1st March, during a N.N.E. wind. A yawl went to her assistance; but during the time she was lying by the vessel, the Life-boatmen, fearing the sea might increase with the flood-tide, launched the No. 2 Life-boat, proceeded to the vessel, and remained by her until she came off. The steamer was bound from Antwerp to Grimsby with a general cargo, and had a crew of twenty-one persons, and ten passengers on board.

Flares were seen from the Barber Sand at about 1 A.M. on the 5th April, during a N.N.E. wind and a very heavy sea. The No. 2 Life-boat was launched, proceeded in the direction, and found a fishing-vessel on the sand. About this time a flare was

seen from the Cross Sand, and as the *Scraby* Life-boat was seen approaching the fishing-boat, the Life-boat tacked, and at once sailed to the Cross Sand, and fell in with the brig *Spring*, of Guernsey, stranded there. She was bound from Shields for St. Malo, with a cargo of coal, and had nine men on board, who were taken into the Life-boat, and safely landed at Great Yarmouth. The vessel became a total wreck.

CEMAES, ANGLESEA.—The *Ashtonian* Life-boat was launched at 11.15 A.M., on the 13th March, a steamer having been seen to run on the Platters Rocks in Skerries Sound. She ultimately foundered near the Victoria buoy, and her crew of six men having taken to their boat, were picked up by the Life-boat and brought to Cemaes. The vessel proved to be the *Annie Hope*, of Leith, bound from Bideford to Northwich with pipe-clay.

CLACTON-ON-SEA, ESSEX.—A barque was observed ashore on the west part of the Gunfleet Sand, at about 2 P.M. on the 30th March, during a fresh S.W. wind, and with the aid of a telescope it was seen that she was flying signals of distress. The crew of the *Albert Edward* Life-boat at once mustered, and the boat was promptly launched and proceeded to the sands. After a hard pull against wind and tide, the Life-boat reached the vessel at about 5.30, and found her to be the *Epsilon*, of Swansea, bound for that port from Rotterdam, in ballast. Part of the Life-boat's crew went on board to assist to throw overboard some of the ballast, and the Life-boat went back to Clacton to telegraph for a tug and to the owners of the vessel, after which she returned to the barque, arriving by her at about 11 P.M. About eighty tons of ballast were thrown out, and at about 2.30 A.M., on the following day the vessel was towed off and taken to Harwich, reaching there at about 7 A.M.

CRESSWELL, NORTHUMBERLAND.—On the 1st January, at about 6 P.M., during a S. wind and misty weather, the Cresswell fishermen observed signal rockets being sent up. Two of the men ran along the beach and found a steamer on the strand firing rockets and signal guns. The Life-boat, *Old Potter*, was launched as soon as possible and proceeded to the

stranded vessel, and at the request of the master, remained alongside in case her services might be required. Ultimately, with the assistance of the Life-boat's crew, the vessel was got afloat: she proved to be the *Congo*, of Cardiff, bound from Calcutta to Dundee, with a cargo of jute, tea, &c.

CULLERCOATS, NORTHUMBERLAND.—The coxswain of the *Palmerston* Life-boat was called at 1 o'clock on the morning of the 12th January, and informed that a vessel was ashore on the north side of Tynemouth Sands. The Lifeboat was manned and launched as quickly as possible, and on approaching the vessel—the s.s. *Libelle*, of Hamburg, bound from Bergen, Norway, to North Shields, in ballast, with a crew of twenty-one persons, and eight passengers—it was found that two of her boats had been lowered and swamped immediately. The crews were rescued by the Life-boat and landed on the beach. She then returned to the steamer, took off fourteen men, and having brought them to land, went back once more and returned with the remainder of those on board. The wind was blowing a strong breeze from the S.E., accompanied by a very high sea, which filled the Life-boat twice and broke or damaged several of her oars.

FILEY, YORKSHIRE.—On the 6th March a fearful gale from the N.E. was experienced. At 2 P.M. signals of distress were shown by the fishing-yawl *William Clowes*, of Filey, which was at anchor in the bay. As the tide was then close up to the cliffs it was impossible to launch the Life-boat until 3.30, when she was got off, but grounded. A wave then sent her broadside on, very nearly dashing her against the cliff, which would have soon knocked her to pieces, had not a large number of men rushed into the water, got the boat stem on, and after half an hour's hard work, succeeded in floating her. She then safely reached the vessel and brought the crew of six men ashore. Several of the men who extricated the Life-boat from her perilous position incurred the greatest risk, and being at times quite immersed, it was wonderful that none of them were drowned, and that the boat was not destroyed.

Three gentlemen, Mr. ALFRED THORNEY, Mr. GEORGE MARR, and Mr. JOHN CAMBRIDGE, rendered valuable assistance on the occasion.

FISHGUARD, PEMBROKESHIRE.—About 2 P.M., on the 23rd January, a smack was observed far out in the bay evidently endeavouring to make for the roadstead. The wind at the time was blowing a fresh gale from the S.S.E., with heavy squalls, in one of which the smack lost her bowsprit, jib and foresail, and was otherwise considerably damaged. She was then about three miles S.S.E. of Dinas Head, and being entirely disabled and drifting out, she let go two anchors and hoisted signals of distress. The No. 2 Life-boat, *Helen of Foxley*, immediately went to her assistance, and on reaching her the master requested the coxwain to take entire charge of her, as he and his crew were completely exhausted. Some of the Life-boatmen boarded the smack, cleared away the wreckage and having bent a spare jib as a foresail and close reefed the mainsail, took her safely into the harbour. She was the *Ina Lass*, of Newquay, bound from Swansea to Newquay with a cargo of small coal.

FLEETWOOD.—It was reported that a steamer was ashore on Sunderland Bank, at 6.30 P.M., on the 27th January, during a gale of wind from the N.W. and a heavy sea. The Life-boat, *Child of Hale*, proceeded as soon as possible to the vessel in tow of the tug *Fylde* and found the sea making a clean breach over her. The boat stood by her, and at the request of the master, one of the Life-boatmen was put on board the vessel to take her to some port. After coming off the bank she, being light, would not steam against the wind, so she went before it to Glasson Dock, where she arrived safely. On the 29th the weather moderated, and the Life-boatman, who was still on board, brought the vessel back to Fleetwood. She was the s.s. *Eden*, 933 tons register, bound from Fleetwood to Cardiff in ballast, and had a crew of 21 men, the captain, his wife and child, and one passenger on board.

GORLESTON, SUFFOLK.—On the 5th May, at 11 P.M., the fishing smack *Falcon*, of Great Yarmouth, grounded on the North Sand close to the entrance of the harbour,

during an E.N.E. wind and a very strong sea. She exhibited flares, and signals were shown by the St. Nicholas lightship. The *Leicester* Life-boat went to the smack's assistance, and after four attempts succeeded, with great difficulty, in reaching her and bringing ashore her crew, consisting of seven men. The Life-boat subsequently returned to her, laid out an anchor with 80 fathoms of cable, put nine men on board, got her off, and brought her into harbour.

GRIMSBY.—On the 6th March, at 2.30 P.M., the schooner *Mary Coad*, of Port Isaac, Cornwall, bound from Antwerp to Middlesbrough, was observed flying a signal of distress in the main rigging. She was riding in the Humber about half-a-mile N.N.W. of the Bull Buoy. The Life-boat *Manchester Unity* was launched and proceeded to her assistance. With some difficulty, three of the crew of the Life-boat boarded the vessel and found the captain and crew of four men in an exhausted condition. A steam-tug at this juncture endeavoured to tow the schooner up the river but failed to do so in consequence of the tow-ropes parting. Three more of the Life-boatmen then boarded the vessel, got two tow-ropes out to the tug, and set the reefed stay and boom fore sails, these being the only two available sails. The schooner was thus got under weigh and taken to Grimsby Docks.

HARWICH.—At noon on the 7th Feb., in answer to a telegram, the *Springwell* Life-boat was manned and put off to the rescue of the crew of a vessel ashore on the Shipwash Sand. A strong S.S.E. wind was blowing at the time, and the sea was heavy on the Sands. The tug *Harwich* picked the boat up outside the harbour and towed her to the Sands, where the coxwain first spoke a large screw steamer, the *Sea*, of Aberdeen, and found that she had been lying by the wreck and that the master had made several unsuccessful attempts to rescue the crew who were still on the wreck. The tug then towed the Life-boat to windward so that she could set her sails and reach the wreck. On arriving alongside the vessel, which was found to be the barque *Loreley*, of Memel, bound from Memel to London, with a cargo of timber, the Life-boat anchored, threw her grappling-rope to her,

and, with much difficulty and danger owing to floating wreckage, rescued her crew, consisting of eleven men, by means of the rope. The tug then brought the Life-boat back to the harbour, arriving there at about 6 P.M. The vessel was a total wreck, her foremast and mainmast having been carried away, she had lost her boats, and her crew were in an exhausted condition having been in the rigging some hours.

HOLYHEAD.—Signals of distress were seen in the bay during a whole gale of wind from the S.S.W., at 9.30 P.M. on the 23rd January. The *Thomas Fielden* Life-boat proceeded out, and found that the brig *Lewis*, of Carnarvon, had dragged her anchor and had come into collision with the three-masted schooner *Nellie*, of Bridgewater, which was lying at anchor. The Life-boat remained by the vessels until a steamer arrived and got them clear.

The barque *Brothers*, of Yarmouth, N.S., anchored in shallow water off Penrhyn Point during a whole gale from the N.W. and a very heavy sea, on the 26th January. As she had parted one anchor and was dragging the other the Life-boat went to her assistance. The Life-boat finding two steam-tugs near the vessel made their hawsers fast to the barque, and she was taken safely into the old harbour. She had a crew of twelve men.

Signals of distress were reported to have been seen in Church Bay, at about 11.15 P.M., on the 11th February. The Life-boat therefore proceeded to the spot and found the brig *J.B.S.*, of London, at anchor close to the rocks. After consulting with the coxwain, the master decided, if possible, to bring the vessel into harbour. About ten of the Life-boat's crew accordingly went on board the brig and tried to heave up her anchors, but failing in the attempt, the starboard chain parting, some of them returned to the boat leaving four of their number on the vessel. Her sails were then set, her port anchor slipped, and she stood out to the westward, it being hoped that the tempest would moderate. The gale, however, increased, and about 4 A.M. the brig shipped a heavy sea which completely swept her decks, half filled her cabin and strained her considerably. Ultimately she was obliged to run for Barrow-in-Furness as she was leaking badly, the pumps

having to be kept going all the time and all hands being nearly exhausted. The vessel was on a voyage from Liverpool to Port Natal with a cargo of coal, and carried a crew of eight men, two of whom were laid up and unable to leave their berths.

On the morning of the 30th March it was reported that a barque was ashore on Cymeran Beach, with all hands in the fore rigging, the vessel having sunk, and her mainmast having been carried away during a heavy S.S.W. gale. The Rhosneigr Life-boat went to her assistance, but being disabled by the breaking of several rowing crutches, was compelled to return to the shore, one of the boat's crew being also washed overboard by a heavy sea, and rescued with some difficulty. The Holyhead Life-boat was then launched, and at about 11 o'clock was taken in tow by the s.s. *George Elliot* to the N.W. of the South Stack. Here the Life-boat was cast off, and proceeded under canvas until about 12.30, when she fell in with the steam-tug *Challenger*, by which she was towed in the direction of the stranded vessel. Owing, however, to the heavy sea, the tug could not go within a mile of the wreck, and the Life-boat, being obliged to continue her course under oars, made three fruitless attempts to reach the vessel, owing to the broken water and the heavy surf. As the wind was rising, and there was no place to beach the boat, she was obliged to return to Holyhead. Other unsuccessful attempts to reach the vessel were subsequently made by the Rhosneigr Life-boat, but they failed, and endeavours to rescue the shipwrecked men by means of the rocket apparatus also proved unavailing. As the Rhosneigr men were reported to be exhausted by their exertions, it was suggested that the Holyhead crew should proceed to Rhosneigr and try to get to the vessel in that Life-boat. An application was accordingly made to the railway authorities for a special engine, which was at once granted, and the Holyhead crew were thus conveyed to the spot nearest to the wreck. It was now quite dark, and the men had scarcely any knowledge of the position of hidden rocks on that coast, but they nevertheless gallantly took the boat out, succeeded in reaching the wrecked vessel and in rescuing the twenty men who were on board.

The Silver Medal of the Institution was presented to Mr. THOMAS ROBERTS, coxwain of the Holyhead Life-boat, and the thanks of the Institution, inscribed on vellum, with an extra pecuniary reward to each of his crew, in consideration of their heroic exertions.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 4th January, 1883.

Sir EDWARD FERROTT, Bart., V.P., in the Chair.

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

Read letter from His Royal Highness the DUKE OF EDINBURGH, K.G., addressed to His Grace the DUKE OF NORTHUMBERLAND, President, acknowledging the vote of thanks of the Institution, and stating that it had given him much pleasure to render it such assistance as it had been in his power to afford during his term of service as Admiral Superintendent of Naval Reserves.

Read and approved the Report of the Chief Inspector of Life-boats on his visits to Grimsby and Mablethorpe.

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

1. Hythe, Dover, New Romney, Lydd, Winchelsea, Rye, Hastings, Eastbourne, Newhaven, Worthing, Brighton, Shoreham, Selsey, Chichester, and Hayling.

2. Rhyl (two Boats), Llanddulas, Llandudno, Porthdinllaen, Portmadoc, Abersoch, Barmouth, Aberdovey, Holyhead, Rhosneigr, Rhoscolyn, Cemlyn, and Llanddwyn.

3. Greystones, Wicklow, Carnsore, Wexford (two Boats), Cahore, Courtown, Arklow, Kingstown, Poolbeg, and Howth.

4. Newburgh, Port Erroll, Peterhead, White-link Bay, Fraserburgh, Banff, Buckie, Lossiemouth, Nairn, Huna, and Ackerhill.

5. Bridlington and Hornsea.

Reported the receipt of a contribution of 1000*l.* from "E. M. S." to defray the cost of a Life-boat Station.

The Committee expressed their sincere thanks to the benevolent donor for this munificent gift, and decided that it be appropriated to a Life-boat Station at the earliest opportunity.

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

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

The late W. F. MAYOTT, Esq., of Camberwell	£ 100
The late Mrs. JANE WASHBOURNE, of Torquay	100
The late Mrs. HANNAH DUKE, of Hornsea	50

Read letter from Colonel HILL, Chairman of the Cardiff and Penarth Branch of the Institution, of the 22nd December, stating that the MARQUIS OF BUTE had kindly promised to have erected, at his own expense, the new Life-boat House at the Bute Docks, Cardiff.

Decided that the best thanks of the Committee be conveyed to the MARQUIS OF BUTE for his liberality.

The Committee expressed their deep regret at the lamented death of Admiral MCHARDY, who had for upwards of thirty years been a Member of the Committee of Management of the Institution, and had ever been ready to promote its interests.

Also at the decease of Mr. W. H. WEBB, of Salcombe, Devon, who had for many years been the zealous Honorary Secretary of the Salcombe and Hope Cove Branch of the Institution.

Voted the thanks of the Committee to J. P. BAUMGARTNER, Esq., in acknowledgment of his long and valuable co-operation as Honorary Secretary of the Gorleston Branch of the Institution.

Ordered that various works be carried out at the Sunderland, Mablethorpe, and Littlehaven Life-boat Stations at an expense of 297*l.*

Paid 5,14*l.* 17*s.* 10*d.* for sundry charges on various Life-boat Establishments.

Voted 177*l.* 13*s.* 6*d.* to pay the expenses of the Life-boats at Hauxley, Newbiggin, Tyne-mouth, Fishguard, Seaton Carew, Hartlepool, Hayle, Saltburn, Scarborough, Blyth, and Irvine, in rendering the following services:—

	Lives saved.
S.S. <i>Amulet</i> , of Rotterdam	21
Brig <i>Catherina Regina</i> , of Riga	8
Fishing-cobles of Newbiggin, rendered assistance.	
Schooner <i>Argo</i> , of Copenhagen, rendered assistance.	
Brigantine <i>Xanthus</i> , of Aberystwith	6
Schooner <i>Llaethline</i> , of Newquay	4
Schooner <i>John Stoward</i> , of Aberystwith	4
Schooner <i>Hoppet</i> , of Helsingborg	7
Schooner <i>Anapira</i> , of Kirkcaldy, assisted to save vessel and	5
Brig <i>John</i> , of Hartlepool	7
Danish schooner <i>Edmund</i>	7
Lugger <i>Ecureuil</i> , of Gravelines	5
Schooner <i>Star</i> , of St. Agnes	3
German schooner <i>Libra</i>	5
Schooner <i>Etoile du Marin</i> , of Dunkerque, rendered assistance.	
Danish schooner <i>Andreas</i>	8
Steam-tug <i>Irvine</i> , of Irvine	4

The Caister, Holy Island, Grimsby, Sheringham, Ramsgate, and St. David's Life-boats had also performed the following services:—

Schooner *Brothers*, of Harwich, rendered assistance; s.s. *Bradley*, of Liverpool, helped to save vessel and crew, 15; fishing-coble, of Holy Island, saved boat and crew, 4; schooner *Laura Ann*, of Faversham, rendered assistance; Norwegian barque *Carolina*, rendered assistance; barque *Egmont*, of South Shields, saved crew, 13; Norwegian barque, *Storjohann*, assisted to save vessel.

[Full particulars of these Life-boat services are given in the last Annual Report.]

Voted also 45*l.* 18*s.* 6*d.* to pay the expenses of the Cresswell, Harwich, Cullercoats, Fish-guard No. 1, Holy Island No. 1, Tynemouth No. 2, Douglas No. 2, West Hartlepool No. 2, Berwick-on-Tweed, Flamborough No. 2, Donna Nook, Grimsby, Saltburn, Broadstairs, Kings-downe, Hornsea, Mundesley, Whitby, Robin Hood's Bay, Lowestoft, St. David's, Salcombe, Carnsore, Broughty Ferry, Withernsea, Montrose No. 1, Newcastle (Dundrum), Duncannon, Fraserburgh, Winchelsea, and Tenby Life-boats, in assembling their crews, or putting off in reply to signals of distress shown by vessels which did not eventually require the aid of the Life-boats.

The Ramsgate Life-boat had also been taken out to the aid of a distressed vessel, but her services were not ultimately needed.

Voted 3*l.* to three fishermen for putting off in a boat and saving, at some risk, the crew, consisting of four men, of the Norwegian schooner *Johanna*, which was wrecked on Carrig Roek, off the coast of Fifeshire, during a whole gale from the N.E. on the 7th December.

Also 3*l.* to three men for putting off in a boat from Southend, Essex, and assisting to save eight persons from the schooner *Hero*, which stranded off Southend, during a S.W. wind and a very rough sea on the 24th October.

THURSDAY, 1st February.

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

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

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

1. Plymouth, Yealm River, Salcombe, Hope Cove, Dartmouth, and Brixham.
2. Cemaes, Moelfre, Bull Bay, Rhyl (two Boats), Penmon, Looe, Mevagissey, and Portloe.
3. Drogheda (two Boats), Skerries, and Balbriggan.
4. Stromness, Thurso, Hauxley, Cresswell, Alnmouth, Boulmer, and Bamborough.
5. Redcar, Saltburn, Middlesbrough, Staithes, and Runswick.

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

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

	£.
The late Mrs. A. T. PRICE, of Peckham	1,000
The late ROBERT ORMSTON, Esq., of Newcastle	1,000
The late DAVID HAY, Esq., of Edinburgh, for a Life-boat for the Scotch coast	1,000
The late HENRY BROWN, Esq., of Plymouth	100
The late HORACE MARTIN, Esq., of Battle	100
The late G. E. POWELL, Esq., of Cardigan	50
The late JOHN DOMETT, Esq., of Camberwell	10

Reported that Commodore BRAEM, of the Danish Royal Navy, had recently inspected the Store Yard of the Institution, and witnessed the harbour trial of a new Life-boat, which had afforded him much satisfaction.

Voted the thanks of the Committee to JAMES DARLING, Esq., CHARLES CLIFT, Esq., Captain R. M. ISACKE, and the Rev. J. DAVIES, in acknowledgment of their past valuable co-operation as Honorary Secretaries respectively of the Blyth, Falmouth, Kingsgate, and Llandulas branches of the Institution.

Decided, That the present Life-boat at Margate be replaced by a new and larger Boat, more suitable for use on the outlying sandbanks.

Paid 1,940*l.* 6*s.* 4*d.* for sundry charges on various Life-boat Establishments.

Voted 107*l.* 14*s.* to pay the expenses of the Sennen Cove, Poole, Cullercoats, Huna, Moelfre Littlehaven, and Holyhead Life-boats in rendering the following services:—

	Lives saved.
Smack <i>Spring</i> , of Guernsey	3
Brig <i>Victor</i> , of Neustadt. Remained by vessel.	
S.S. <i>Libelle</i> , of Hamburg	29
Fishing-boat <i>Margaret Gunn</i> , of Wick	7
Smack <i>Frens</i> , of Beaumaris	3
Schooner <i>Nanteos</i> , of Aberystwyth	4
Schooner <i>Nellie</i> , of Bridgwater, and brig <i>Lewis</i> , of Carnarvon, remained by vessels.	

The Life-boats at Arbroath, Cresswell, Fish-guard, Holyhead, Caister, and Fleetwood, had also performed the following services:—

Schooner *Vigilant*, of Dundee, rendered assistance; s.s. *Congo*, of Cardiff, rendered assistance; smack *Ina Lass*, of Newquay, saved vessel and crew of 4; barque *Brothers*, of Yarmouth, N.S., assisted to save vessel and 12 men; brigantine *Dare*, of Sunderland, assisted to save vessel and crew of 6; and s.s. *Eden*, of West Hartlepool, rendered assistance.

[Detailed accounts of many of these Life-boat services will be found on pages 187-190.]

Voted 216*l.* 6*s.* to pay the expenses of the Holyhead, Flamborough No. 2, Carnsore, Courtmacsherry, Bridlington, Lowestoft, Porthdinllaen, Palling No. 2, Caister No. 2, Southport, Lytham, Hythe, Porthoustock, New Brighton, and Porthcawl Life-boats, in assembling their crews or putting off to the assistance of vessels which did not eventually require the aid of the Boats.

Also the Silver Medal of the Institution to Mr. JENKIN JENKINS, coxswain of the Mumbles (Swansea) Life-boat, who had on many occasions rendered good service in saving life from shipwreck.

Voted 10*l.* to five men, for putting off in a boat from Carrick-a-Raide Island, Co. Antrim, and rescuing at much risk of life the crew of four men of a fishing yawl, which was in danger of being wrecked, during a gale from the N.W., on the 2nd August.

Also 5*l.* to several men who waded into the surf and rescued, by means of a line and a hawser, the master, his wife and three children, and the crew, consisting of three men, of the ketch *Q. E. D.*, of Dartmouth, which was totally

wrecked off Lowestoft, during a whole gale from the N.E., on the 28th October.

Also 3*l.* to three men, for putting off in a boat and saving another man, whose boat had been capsized off Eyeries, Co. Cork, during a N.N.E. wind and high surf, on the 26th October.

Also 2*l.* to the crew of a boat for rescuing three men who had been working on board the s.s. *Troubadour*, of Liverpool, which had stranded off Drogheda, Ireland, and were in some peril during a gale of wind from the S.W. on the 29th December.

Also 2*l.* to four men for saving four men from the boat of the ship *Rose of Sharon*, of Shields, which, when returning from the shore to that vessel, had been caught in a sudden gale from the N.W., and had been driven out into the Bristol Channel on the 26th November.

Thursday, 1st March.

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

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

Also the Report of the Chief Inspector of Life-boats on his recent visit to Mablethorpe.

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

1. Torquay, Teignmouth, Exmouth, Sidmouth, Lyme Regis, Weymouth, Kimeridge, and Hastings.

2. Newquay, Fowey, Penzance, Sennen Cove, Porthcawl, and Falmouth.

3. Drogheda, Blackrock, Giles' Quay, Greencastle, Portrush, and Groomsport.

4. North Sunderland, Berwick, Dunbar, Tynemouth (two Boats), Cullercoats, Kirkcudbright, and Withorn.

5. Uppang, Robin Hood's Bay, Whitby (two Boats), Scarborough, Filey, Mablethorpe, Flamborough (two Boats), and Withernsea.

Reported the receipt of 1,000*l.* from the Civil Service Life-boat Fund, per CHARLES DIBDIN, Esq., F.R.G.S., Honorary Secretary, for the endowment of their Life-boat *Civil Service* No. 3, at Port Patrick, N.B.

Decided, That the best thanks of the Committee be given to Mr. DIBDIN and the other Contributors to the Fund, for their further very liberal contribution.

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

Reported that the late G. J. EYRE, Esq., of Hove, had bequeathed a legacy of 200*l.* to the Institution.

Reported the transmission to their Stations of the new Life-boats for Swansea, Winchelsea, and Mablethorpe.

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

—To be thanked.

Voted the thanks of the Committee to the Rev. F. C. JACKSON, in acknowledgment of his past valuable co-operation as Honorary Secretary of the Cadgwith Branch of the Institution.

Paid 1,512*l.* 8*s.* 6*d.* for sundry charges on various Life-boat Establishments.

Voted 193*l.* 19*s.* 6*d.* to pay the expenses of the Ballycotton, Padstow, St. Andrew's, Cahore, Ballywalter, Harwich, Scarborough, Kessingland No. 2, Worthing, and Newhaven Life-boats, in rendering the following services:—

	Lives saved.
Barque <i>Argo</i> , of Sunderland, rendered assistance.	
Schooner <i>Mary Josephine</i> , of Padstow	3
Schooner <i>Rosebud</i> , of Goole	4
Brigantine <i>Zephyr</i> , of Rye, brought ashore 6 men from Blackwater Lightship.	
Brig <i>Euphemia Fullerton</i> , of Londonderry	6
Barque <i>Lorely</i> , of Memel	11
Fishing smack <i>Young Alice</i> , of Scarborough	5
Brig <i>Marnhull</i> , of Weymouth	5
Schooner <i>Teresa</i> , of Weymouth	4
Ketch <i>Thomas and John</i> , of Fowey	3

The Port Isaac, Kessingland No. 1, Holyhead, and Caister No. 2 Life-boats had also done the following services:—Four distressed fishing cobs, saved boats and crews (7), and rendered assistance to several other boats; sloop *Pioneer*, of Lowestoft, rendered assistance; brig *J.B.S.*, of London, rendered assistance; schooner *Don*, of Aberdeen, assisted to save vessel and crew of 5.

[Accounts of some of these services are given on pages 186-190.]

Voted 389*l.* 16*s.* to pay the expenses of the Winterton No. 2, Castletown, Dungarvan, Holyhead, Llanddwyn, Southport, Lowestoft, Bembridge, Hayling Island, Ramsey, Anstruther, Southend, N.B., Douglas No. 2, Tynemouth No. 1, Aldborough, Harwich, Pakefield No. 1, Broughty Ferry, Falmouth, Maryport, Plymouth, Torquay, Montrose No. 1, Arbroath, Hythe, and Great Yarmouth Life-boats, in either assembling their crews or launching to the aid of vessels, which did not ultimately need their assistance.

The Scarborough Life-boat had also been taken afloat, but her services were not eventually needed.

Voted the Second Service Clasp of the Institution to the Rev. J. O'REILLY BLACKWOOD, Honorary Secretary of the Ballywalter Branch, in recognition of his gallant conduct in going out in charge of the Life-boat at that port on the occasion of the rescue of the crew of the brig *Euphemia Fullerton*, of Londonderry, totally wrecked on the Long Rock during a very fierce E.S.E. gale on the 6th February.

Also the Silver Medal of the Institution to Mr. GEORGE PRIOR, Chief Officer of H.M. Coast-guard at Ballywalter, for gallantly wading into the surf and helping to get the Life-boat launched and hauled up on the above-named occasion.

Also the thanks of the Institution, inscribed on vellum, to Mr. JOHN GLOVER, a member of the Local Committee, who also nobly encouraged and aided the men to save the Life-boat from injury in the surf.

Voted the Silver Medal of the Institution to

Mr. WILLIAM WEBB, late Coxwain of the Padstow Life-boat, in recognition of his gallant services in the Boat during the past thirteen years.

Also the Silver Medal to Mr. ROBERT FELL, Coxswain of the Ramsey Life-boat, in acknowledgment of his good services; he had been compelled by ill-health and advanced age to resign his office.

Also the Second Service Clasp to Mr. WILLIAM NORSWORTHY, Chief Officer of H.M. Coastguard at Carnarvon, and 4l. to four other men, for putting off in a boat, at great risk—the boat being driven back four times—and saving the crew, consisting of one man and a boy, from the barge *Neptune*, of Carnarvon, which had dragged her anchor and stranded on a sandbank off Carnarvon, during a storm from the W.N.W. on the night of the 25th January.

Also 5l. 10s. to the crews of two cobsles belonging to Redcar, Yorkshire, for putting off, during a fresh gale, and saving the crew of four men of the schooner *Jim Crow*, of Yarmouth, which had struck on the Saltscar Rocks on the 24th January.

Also 4l. 4s. to the crews of two other Redcar cobsles, for rescuing the crew, numbering three men, of the schooner *Norfolk Tar*, of King's Lynn, which was wrecked at Redcar during the gale of the 24th January.

Also 3l. to three men for putting off in a boat from Shoreham and saving the crew of six men of the smack *Louisa*, of that port, which had sunk in the harbour during a whole gale of wind from the S. on the 2nd February.

Also 3l. to six men for towing safely ashore at Berehaven, Co. Cork, a boat containing the crew of five men of the brigantine *Commodore*, of Dublin, during a fresh gale of wind from the E.N.E. to E.S.E. on the 9th January.

Also 3l. to three men for putting off in a boat and saving, at some risk, four out of five persons from a rowing-boat which had been capsized off Worthing by a heavy surf on the 1st February.

Also 1l. to two men for rescuing two other men, whose boat had been run into by a sloop in Plymouth Sound during a strong S.W. wind on the 23rd January.

TUESDAY, 13th March.

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

The President having opened the meeting with some suitable observations on the great and national character of the operations of the Institution, its Officers for the current year were chosen.

In the absence of the Secretary, the Chief Inspector of Life-boats read the Annual Report, which will be found in the May number of the *Life-boat Journal*.

The meeting was then addressed by the Right Hon. the EARL OF COURTTOWN, R. M. BALLANTYNE, Esq., ION T. HAMILTON, Esq., M.P., Captain the Hon. FRANCIS MAUDE, R.N., F. J. ROBINSON, Esq., Colonel IREDELL, Admiral PHILLIMORE, Colonel FITZROY CLAYTON, EDWARD

BIRKBECK, Esq., M.P., V.P., and Sir EDWARD FERROTT, Bart., V.P.

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

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

THURSDAY, 5th April.

His Grace the DUKE OF NORTHUMBERLAND, P.C., D.C.L., President of the Institution, in the Chair.

Vice-Admiral His Royal Highness the DUKE OF EDINBURGH, K.G., was unanimously elected a Vice-Patron of the Institution.

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

Read letter from EDWARD BIRKBECK, Esq., M.P., Chairman of the Institution, of the 2nd April, stating that His Grace the DUKE OF NORTHUMBERLAND, as the President of the NATIONAL LIFE-BOAT INSTITUTION, had been appointed by the Home Secretary one of Her Majesty's Commissioners of the Great International Fisheries Exhibition.

Elected the members of the Sub-Committees—L. T. CAVE, Esq., Chairman—for the ensuing year.

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

1. Winchelsea, Hastings, Worthing, Torquay, Chichester, and New Romney.

2. Cadgwith, Porthleven, Lizard, Mullion, Porthoustock, Scilly, St. Ives, Hayle, Padstow, Port Isaac, Bude, Clovelly, Appledore (two Boats), Morte, Ilfracombe, and Braunton.

3. Ballywalter, Tyrella, Newcastle, New Brighton (two Boats), Southport, Lytham, St. Anne's, Blackpool, Fleetwood, Piel, Seascale, and Whitehaven.

4. Port Logan, Port Patrick, Ballantrae, Girvan, Irvine, Troon, Ayr, Ardrossan, Kildonan, Southend, Campbeltown, and North Berwick.

5. Humstanton, Brancaster, Wells, Blakeney, Sheringham, Cromer, Mundesley, Hasborough, Palling (two Boats), Winterton (two Boats), Caister (two Boats), Yarmouth, Gorleston, Lowestoft, Pakefield (two Boats), Kessingland (two Boats), Clacton, Harwich, Aldborough, Thorpe-ness, Dunwich, and Southwold (two Boats).

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

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

The late T. N. STRATFORD, Esq., of Worcester, for a Life-boat to be named after himself 1000

The late Mrs. MARY SINCLAIR, of Gourock, N.B. 200

The Committee expressed their great regret at the death of Dr. BEVERLEY R. MORRIS, who had for a long period been Honorary Secretary

of the Bridgwater and Burnham Branch of the Institution.

Voted the thanks of the Committee to JAMES WARRACK, Esq., and WILLIAM HANKES, Esq., in acknowledgment of their long and valuable co-operation as Honorary Secretaries of the Montrose and Filey Branches of the Institution.

Also to Mr. JAMES WEBBER, Honorary Secretary of the Covent Garden Life-boat Fund, for his long and valuable services, extending over many years, on behalf of that fund.

Also to Captain FLISHER, of the steamer *Cygnus*, of Weymouth, for his kind services in collecting contributions on board that vessel on behalf of the Weymouth Branch of the Institution.

Paid 3562l. 8s. 4d. for sundry charges on various Life-boat Establishments.

Voted 289l. 19s. 6d. to pay the expenses of the *Thurso*, Holy Island No. 1, *Ramsay*, *Hunstanton*, *Seaton Carew*, *Cemaes*, *Montrose*, *Filey*, *Holyhead*, and *Rhosneigr* Life-boats, in rendering the following services:—

	Lives saved.
Schooner <i>Hephzibah</i> , of Carnarvon	5
Smaek <i>Annie</i> , of Port Dinorwic	3
<i>Bella</i> , of Wick	6
<i>William and Martha</i>	3
<i>Governor Loch</i> , of Inverness	4
Schooner <i>Enigma</i> , of Port St. Mary	5
Ketch <i>Mary Tweedlie</i> , of Berwick	2
Trawler <i>Emerald Isle</i> , of Whitelaven	4
Barquentine <i>Vicuna</i> , of Hull	9
Schooner <i>Atlas</i> , of Drammen	3
Steamer <i>Annie Hope</i> , of Leith	6
Ketch <i>London</i> , of Jersey, rendered assistance.	
Ketch <i>Orange Blossom</i> , of Jersey, rendered assistance.	
Brig <i>Eleonore</i> , of Tonsberg	7
Yawl <i>William Clowes</i> , of Filey	6
Barque <i>Norman Court</i> , of Greenock	20

The *Caister* No. 2, *Grimsby*, *Lowestoft*, *Ramsgate*, *Morte*, and *Clacton* Life-boats had also performed the following services:—s.s. *Barnsley*, of *Grimsby*, remained by vessel; schooners *Mary Coad*, of *Port Isaac*, and *Fides*, of *Nyborg*, *Denmark*, rendered assistance; barque *Georgia*, of *Fiume*, saved crew of 13; s.s. *Lynx*, of *Cardiff*, assisted to save vessel and 7; barque *Epsilon*, of *Swansea*, rendered assistance.

[Accounts of some of these services will be found on pages 187-190.]

Voted 260l. to pay the expenses of the *Hauxley*, *New Brighton* No. 2, *Broadstairs*, *Caister* Nos. 1 and 2, *Saltburn*, *Scarborough*, *Brancaaster*, *Hartlepool*, *West Hartlepool*, *Seaton Carew*, *Fraserburgh*, *Peterhead*, *Porthdinllaen*, *Montrose* No. 1, *Filey*, *Deal*, *Walmer*, *Kingsdowne*, and *Whitelink Bay* Life-boats, in assembling their crews or putting off to the aid of vessels which did not eventually need their aid.

The *Ramsgate* and *Redcar* Life-boats had also been taken out, but their services had not been ultimately required.

Voted the Silver Medal of the Institution to Mr. THOMAS ROBERTS, coxswain of the *Holyhead* Life-boat and the thanks of the Institution, inscribed on vellum, to the crew of the Life-

boat, with increased pecuniary rewards, in recognition of their gallant services in putting off twice, first in the *Holyhead* Life-boat, and afterwards in the Life-boat at *Rhosneigr*, and rescuing twenty men from the barque *Norman Court*, of *Greenock*, which was wrecked in *Cymeran Bay*, during a terrific gale of wind, on the 30th March.

Also the thanks of the Institution, inscribed on vellum, and a binocular glass, to Mr. W. S. ELLIOTT, Honorary Secretary of the *Holyhead* Branch, in acknowledgment of his valuable co-operation on the above-named occasion.

The thanks of the Institution were also presented to W. E. EYRE, Esq., to Mr. ARTHUR RIDDIFORD, Chief Officer of H.M. Coastguard at *Holyhead*, and to the *London and North-Western Railway Company*, through Mr. GUEST, their agent at *Holyhead*, for valuable assistance rendered by them on the occasion in question.

Also the Silver Medal to Mr. HENRY HOOD, coxswain of the *Seaton Carew* Life-boat, and to JOHN HENRY FRANKLIN and MATTHEW FRANKLIN, of that Life-boat crew, in recognition of their gallant services in going out in the Life-boat, and afterwards proceeding across the rocks, at very great risk, and saving the crew of five men of the brigantine *Atlas*, of *Drammen*, which was totally wrecked on the *Longscar Rocks*, during a N.E. wind and a very heavy sea, on the 11th March.

Also the thanks of the Institution to Mr. ALFRED THORNEY, Mr. GEORGE MARR, and Mr. CAMBRIDGE, for wading into the sea and assisting to extricate the *Filey* Life-boat from a very dangerous position, on the occasion of the yawl *William Clowes*, of *Filey*, being in distress in *Filey Bay*, during a fearful gale of wind from the N.E. and a very heavy sea on the 6th March.

Voted also a binocular glass, bearing a suitable inscription, to Mr. W. H. BELL, late coxswain of the *Howth* Life-boat, in acknowledgment of his long and valuable services in assisting to save life from shipwreck.

Also 6l. to the crew of a *Winterton* yawl, for bringing ashore the crew of ten men of the Norwegian schooner *Oriente*, who had taken refuge on the *Wold Lightship*, during a fresh wind from the W.N.W., on the 24th March.

Also 5l. 10s. to eleven men, for putting off in a boat and rescuing the crews, numbering in all thirty-five men, of five fishing-boats, which were in danger in *Ackergill Bay*, during a gale and a heavy sea, on the 12th February.

Also 2l. to four fishermen, for saving, by means of life-belts and lines, three of the crew of the schooner *Savant*, of *Beaumaris*, which was wrecked at *Craik* during a strong N.E. gale and a heavy sea, on the 7th February.

Also 1l. 5s. to five men, for putting off in a boat and rescuing three soldiers who had been surrounded by the tide on *North Wharf*, *Fleetwood* on the 4th March.

Also 1l. to four men belonging to *North Sunderland*, for saving the crew of six men and the master, his wife and child from the boat of the schooner *Parkinson*, of *Barrow*, which had been wrecked on the *Knavestone Rock*, *Farne Islands*, during a fresh N.W. breeze and a moderate sea, on the 23rd February.

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—EDWARD BIRKBECK, Esq., M.P., V.P. Deputy Chairman—Colonel FITZ-ROY CLAYTON.

Services of the Life-boats of the Institution in 1882.

<i>Aigle</i> , brig, of St. Servan..... 7	Fishing boats, of Newbiggin— —rendered assistance.	<i>Nordstiernen</i> , sloop, of Hangesund 5
<i>Alert</i> , smack, of Lowestoft— saved vessel and..... 6	Fishing coble, of Holy Island— saved boat and crew..... 4	<i>Ocean</i> , smack, of Cardigan..... 2
<i>America</i> , brigantine, of Quebec... 8	<i>Formosa</i> , yacht, of Carmarthen... 2	<i>Ocean Child</i> , schooner, of Belfast 3
<i>Amity</i> , billyboy, of Goole—rendered assistance.	<i>Fortuna</i> , barque, of Arendal.... 10	<i>Otto</i> , brigantine, of Hогanas... 9
<i>Amulet</i> , s.s., of Rotterdam..... 21	<i>Gander</i> , smack, of Cardigan.... 3	<i>Percy</i> , brig, of Riga—saved 3 of crew..... 3
<i>Anapira</i> , schooner, of Kirkcaldy saved vessel and crew..... 5	<i>Gateforth</i> , galliot, of Whithorn —remained by vessel:	<i>Perseverance</i> , schooner, of Belfast 6
<i>Andreas</i> , brigantine, of Skjelskes, Denmark..... 8	<i>Gertrude, Gladstone and Shah</i> , fishing boats of the Mumbles— assisted to save vessels and... 9	<i>Queen</i> , schooner, of Inverness... 4
<i>Arab</i> , yacht, of Poole..... 9	<i>Glanmania</i> , schooner, of Beau- maris..... 3	<i>Quick and Gyles</i> , luggers, of St. Ives..... 14
<i>Arcthusa</i> , barque, of Liverpool... 10	<i>Happy Return</i> , ketch, of Padstow <i>Harkaway</i> , brig, of Shoreham— rendered assistance.	<i>Rambler</i> , schooner, of Folkestone 4
<i>Argo</i> , schooner, of Copenhagen— rendered assistance.	<i>Harriet</i> , ketch, of Goole—assisted to save vessel and those on board..... 8	<i>Raid</i> , smack, of Carligan..... 3
<i>Arel</i> , brig, of Youghal..... 7	<i>Henrietta</i> , schooner, of London... 4	<i>Reine des Anges</i> , dandy, of Bou- logne—rendered assistance.
<i>August</i> , brig, of Griefswald—assisted to save vessel and..... 7	<i>Hope</i> , dandy, of St. Ives—saved vessel and..... 3	<i>Rheinland</i> , barque, of Hamburg —saved two of the crew..... 2
<i>Belle</i> , smack, of Blyth..... 6	<i>Hoppel</i> , schooner, of Helsingborg <i>Iona</i> , schooner, of Padstow.... 7	<i>Rose</i> , schooner, of Carnarvon.... 3
<i>Ben & Louisa</i> , boat, of Southwold <i>Beahll</i> , schooner, of Shoreham... 4	<i>Irene</i> , steam tug, of Irvine..... 4	<i>Ross</i> , barque, of Arendal—saved crew..... 10
<i>Blue Bell</i> , ketch, of Padstow.... 3	<i>Isis</i> , brig, of Whitby..... 1	<i>R. W. Boyd</i> , s.s., of North Shields 14
<i>Bocconoc</i> , smack, of Padstow— assisted to save vessel and... 3	<i>Jatwyl</i> , schooner, of Carnarvon... 2	<i>Rydal Hall</i> , s.s., of Liverpool— rendered assistance.
<i>Bon Accord</i> , lugger, of Portknockie 3	<i>Jane</i> , schooner, of Faversham... 3	<i>St. George</i> , brig, of Maryport... 9
<i>Bradley</i> , s.s., of Liverpool—assisted to save vessel and crew... 15	<i>Jane Annyl</i> , schooner, of Carnar- von..... 3	<i>Saraca</i> , barque, of Glasgow—re- mained by vessel.
<i>British Queen</i> , schooner, of Wex- ford..... 4	<i>Jean Anderson</i> , brigantine, of Dundalk..... 6	<i>Sisters</i> , fishing smack, of Gories- ton—saved vessel and..... 1
<i>Brothers</i> , schooner, of Harwich— rendered assistance.	<i>John</i> , brig, of Hartlepool..... 7	<i>Sophia</i> , lighter, of Hull..... 3
<i>Burthn</i> , Norwegian barque.... 8	<i>John</i> , barge, of Faversham..... 2	<i>Spuler</i> , yacht, of Ramsgate—assisted to save vessel and crew... 9
<i>Canmore</i> , barque, of Dundee— assisted to save vessel and... 17	<i>John and Ann</i> , schooner, of Run- corn..... 3	<i>Star</i> , schooner, of St. Agnes... 3
<i>Carolina</i> , barque, of Hernosand —rendered assistance.	<i>John Stenard</i> , schooner, of Aber- ystwith..... 4	<i>Star of Hope</i> , brig, of Newcastle <i>Steam Boat</i> , lugger, of Arlow— saved boat and crew..... 4
<i>Catherina Regina</i> , brig, of Riga. 8	<i>J. W. T.</i> , schooner, of Truro— rendered assistance.	<i>Storjohann</i> , Norwegian barque, assisted to save derelict vessel.
<i>Centenary</i> , schooner, of Liverpool 4	<i>Kittywake</i> , s.s., of Liverpool... 7	<i>Susannah Dixon</i> , brig, of Whitby 8
<i>Charles</i> , schooner, of Carnarvon 3	<i>Korkinour</i> , schooner, of Beau- maris..... 4	<i>Swift</i> , brig, of Krageroe—assisted to save vessel and..... 8
<i>Commerce</i> , smack, of Cardigan... 2	<i>Lake Nepigon</i> , s.s., of Montreal. 52	<i>Swift</i> , brigantine, of Rye—assisted to save vessel and..... 5
<i>Concordia</i> , schooner, of Guernsey 6	<i>Laura Ann</i> , schooner, of Faver- sham—rendered assistance.	<i>Thomas and Sons</i> , dandy, of Aberystwith..... 3
<i>Conqueror</i> , smack, of Newburgh 2	<i>Libra</i> , schooner, of Bockzeteler- fehn..... 5	<i>Three Brothers</i> , schooner, of Ches- ter..... 2
<i>Countess of Caitliness</i> , schooner, of Gloucester—saved vessel and 4	<i>Libra</i> , s.s., of Nantes..... 8	<i>Venus</i> , barque, of Helsingborg— rendered assistance..... 12
<i>Danmark</i> , brig, of Dracor..... 10	<i>Laethline</i> , schooner, of Newquay 5	<i>Venus</i> , schooner, of Exeter—rendered assistance.
<i>Dazzler</i> , yawl, of Wexford..... 6	<i>Louisa</i> , brig, of Stettin..... 6	<i>Victoria</i> , schooner, of Beaumaris 2
<i>Drumhendry</i> , s.s., of Glasgow... 2	<i>Margaret</i> , smack, of Cardigan... 2	<i>Vigilant</i> , schooner, of Dundee— rendered assistance.
<i>Ebenezer</i> , galliot, of Stavanger 5	<i>Martha Jane</i> , smack, of Aber- ystwith..... 3	<i>Volunt</i> , schooner, of Wick..... 4
<i>Ecuveuth</i> , lugger, of Gravelines.. 5	<i>Mary</i> , schooner, of St. Ives.... 5	<i>Wellington</i> , brig, of Aberystwith 11
<i>Eden</i> , barque, of Liverpool—assisted to save vessel and crew... 17	<i>Mary Anne Jane</i> , smack, of Car- narvon..... 3	<i>Wilhelmina</i> , brigantine, of Exeter —rendered assistance.
<i>Edmund</i> , Danish schooner..... 7	<i>Mary Stevens</i> , smack, of Padstow 4	<i>Xanthus</i> , brigantine, of Aberyst- with..... 6
<i>Edmond</i> , barque, of South Shields 13	<i>Mary Wood</i> , brigantine, of Belfast 1	
<i>Elizabeth</i> , brig, of Arklow..... 5	—rendered assistance.	
<i>Elizabeth</i> , schooner, of Aberyst- with..... 3	<i>Matin</i> , s.s., of Sunderland..... 16	
<i>Ellen</i> , smack, of Milford..... 3	<i>Mina</i> , barque, of Kalmar, Sweden 10	
<i>Emerald Isle</i> , lugger, of Howth... 2	<i>Mornington</i> , brig, of Colchester.. 8	
<i>Erminia</i> , Norwegian barque— rendered assistance.	<i>Osael</i> , s.s., of Bremen..... 27	
<i>Eugenie Auguste</i> , schooner, of Castletown..... 5	<i>Napier</i> , s.s., of Shields—remained by vessel.	
<i>Europe</i> , barque, of Bordeaux... 6	<i>Newbiggin</i> , fishing coble—saved coble.	
<i>Evening Star</i> , ketch, of Hull— asisted to save vessel and crew 3	<i>Nimrod</i> , barque, of Liverpool... 18	
<i>Expedit</i> , brigantine, of Porsgrund 6		
<i>Fanny</i> , sloop, of Flisguard— saved vessel and..... 2		

Total lives saved by Life-boats in
1882, in addition to Twenty-
three vessels..... 741

During the same period the Insti-
tution granted rewards for saving
lives by fishing and other boats 143

Total of lives saved }
in 1882..... 884

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 29,608; for which services 96 Gold Medals, 962 Silver Medals and £72,600 in cash have been granted as rewards.

The average expense of a Life-boat Station 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. CURTIS 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, CHARLES DIBDIS, Esq., at the Institution, 14 JOHN STREET, ADELPHI, LONDON, W.C.—August 1, 1883.