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TELEGRAPHIC COMMUNICATION WITH LIGHTSHIPS.

In the number of this Journal published in February 1885, we referred to the efforts then being made to connect the Sunk Lightship off the coast of Essex with the shore at Walton-on-the-Naze, a distance of about nine miles, by means of electric telegraph.

We are rejoiced to hear that those efforts have been crowned with the success they deserved, and that the undertaking, which was at that time in the "experimental stage," has now become an accomplished fact, thereby verifying our predictions, that whatever the difficulties to be overcome might be, they would not prove insurmountable to the electric engineers of this country.

The ship's moorings are composed of two anchors, the chains from which come up and shackle on to the lower side of a swivel, the chain from the vessel's bows being attached to the upper side. Since the commencement of these experiments, these moorings have been materially strengthened to prevent a recurrence of the vessel dragging them. Under ordinary circumstances this swivel would have a solid bolt; in this case the bolt is hollow, and the telegraph cable passes up through it to the ship, making, it may be said, a third arm or ground-chain to the moorings. If this swivel were always suspended at a fixed uniform distance from the bottom,

the three cables (including the telegraph cable) would retain the same relative positions and distances from each other, and there would then be no danger of the last-named being injured, but unfortunately this is not the case. The constantly varying strain brought on the moorings, by the action of the wind and sea upon the vessel, together with the rise and fall of the tide, is always changing their positions, and leading to friction of the telegraph cable. Added to these causes there is one that we fancy must entail a greater danger to the electric wires, and that is, the necessity for veering a considerable length of cable in bad weather. Indeed, sufficient is veered to admit of the mooring-swivel lying on the ground, but experience has shown that the present cable is able to withstand this strain, as well as that caused by its being dragged over the ground as the ship moves about, or being twisted round the riding-cable above the swivel by the ship swinging round when the cable is veered out. It is very interesting to consider the practical workmanlike way in which the Telegraph Construction and Maintenance Company have devoted their skill and energy to bringing this important work to a successful issue, by meeting each new difficulty as it developed itself. The first appears to have been

caused by the copper conductor, which was a strand of seven wires, breaking, probably from the constant bending of the cable on the bottom caused by the ceaseless rise and fall of the ship. Curiously enough, occasionally as the tension slackened, the two broken ends came together and restored communication for a time, until the cable stretched and separated them again. Permanent communication was, however, restored by introducing a special form of conductor, a solid copper wire surrounded spirally with a finer wire, so that, in the event of the large wire breaking from undue strain, or any other cause, communication would be maintained by the smaller wire being drawn out in the form of an extended spiral. On one occasion the vessel dragged her anchors in a heavy gale, causing the chains to become twisted together, with the cable jammed between them; under these very adverse conditions, communication was maintained for twenty-one days, when the telegraph cable broke, through the constant and undue strain and friction brought on it. The danger of this happening again has been provided against by laying down heavier moorings, which, together with the telegraph cable, have come completely unhurt through the severe trials of the last winter, although for more than half the time the swivel was lying on the ground sixty fathoms from the ship. On the 23rd of June last, the cable was finally inspected by a committee of the Elder Brethren of the Trinity House, accompanied by Mr. GRAY, C.B., and Captain Sir G. NARES, R.N., K.C.B., on the part of the Board of Trade, and officially taken over by the former Corporation, which must be considered as convincing proof of the success of the undertaking.

The instruments used are the A B C, the Morse, and the Telephone. To anyone familiar with a ship, it must seem very remarkable that the latter instrument is applicable. Why does it not convey with the human voice all the thousand and one indescribable noises from creaking bulk-

heads, grinding cables, etc., etc., to be always heard on board a ship, especially in rough weather?

We believe the whole risk of failure lay upon the Telegraph Construction and Maintenance Company, who contracted to establish communication and maintain it for a year, before it was taken over by the Trinity House, and therefore to them is the credit due of having first carried to a successful issue an enterprize that has hitherto been pronounced impracticable, although in winning the race they had very little to spare, because the Germans connected the "Aussen Jade" Lightship with the coast in July 1885, and maintained the communication until the removal of the ship from her station for the winter in December last.

We look upon the completion of this work as a very valuable advance in the measures for saving life from shipwreck, because it ensures more speedy and more exact information respecting the actual site of any casualty, than it is possible to give by the present system of signals by guns and rockets, or flags in the daytime, for summoning Life-boats to the assistance of vessels in distress.

We most fervently hope that the undertaking will not be allowed to rest where it is, but that in reasonable time we shall see all our outlying Lightships connected with the shore in a similar way. Every one interested in the subject will eagerly watch for the Report of the Committee, about to be appointed by the Board of Trade, to inquire into and report on the subject. We trust their inquiry will not be confined to the question of Lightships, but that it will include lighthouses on outlying rocks, and other points, which place them in advantageous positions for giving notice of vessels in distress. Whilst writing these pages, an excellent illustration has occurred of the immense advantage these communications, when generally adopted, will be to the Life-boat service, both in procuring the more speedy dispatch of Life-boats to vessels in distress, and in preventing unnecessary launches.

On the evening of the 27th of September, a smack arriving at Ramsgate gave information of having passed a vessel on the Kentish Knock. The Ramsgate tug being unable to go, the information was wired to the Life-boat authorities at Harwich, arriving there at 5.55 p.m., or seven hours after the vessel had been got off again without assistance. Had the Kentish Knock Light-vessel been connected with the shore, she would have flashed the news within a few minutes of the accident happening, and would again have sent word of her having got off without

assistance, possibly so quickly after the first message, as to be in time to save the Life-boat and her crew going out for nothing. If the state of the weather prevented the Lightship seeing the vessel in distress, the vessel that took the news to Ramsgate might possibly have been able to communicate it to her, and so have saved many precious hours.

One instance of preventing unnecessary launches by cancelling a call for Life-boat assistance, in consequence of the necessity for it having passed very quickly, has already occurred.

THE LIFE-BOATS OF THE UNITED KINGDOM.

LXVII. BRIGHTON.—*The Robert Raikes*, 32 feet by 7½ feet, 10 oars.

It is not our intention here to enter into a description of so well known a town as Brighton, which has been so happily described as "London by the sea-side," but we shall content ourselves with a rapid survey of its history, and begin by reminding our readers that in the first century, when Agricola was subjugating Britain, Roman soldiers were encamped on the long range of chalky hills a few miles inland from the south coast of as yet uncultivated Britain. Beneath them lay a vast expanse of valley, to which the height on which they were encamped presented an almost precipitous front. Close by was a huge gorge with steep sides, which was made a yet more formidable obstacle to the approach of an enemy by careful Roman engineering. Looking to the north, the horizon was bounded by the shadows of a dense forest, in which were doubtless hidden fierce British warriors. To the south, a few miles distant, the surf was breaking along the line of shingle. On the east could be seen a lofty mass of rock, a bastion of the white walls from which the Romans had named the island "Albion"; and on the west, the long range of hills approaching the sea and breaking the coast into more varied outlines. These hills, on which the enemy were encamped, are now known as the Sussex South Downs; and the huge semicircular trench which protected the flank of the camp, as the "Devil's

Dyke." A magnificent sea-side town, with a three miles frontage to the sea, and a suburb of the greatest city in the world, occupies the silent line of beach, defying the action of the ocean by sea-walls which reflect the greatest credit on the engineering talent engaged in their construction, and possessing residences, hotels, and baths second to none in the kingdom.

Brighton derives its name from a Saxon bishop, one Brighthelm, who resided somewhere at the foot of the South Downs. The Saxon residents who succeeded the Romans, named the collection of huts dotting the shore, Brighthelmstone. In the twelfth century a colony of Flemings, driven from their own country, settled here and became fishermen. They built houses on the beach and under the cliff, and East, West, Ship, and Middle Streets were occupied by an industrious and thriving population. They were continually harassed by inundations and encroachments of the sea, and portions of the cliff becoming undermined, fell in, driving the population to higher ground. The town was attacked in the fourteenth and fifteenth centuries by the French, and many houses were burnt, but the energy and valour of the men of Sussex made them retreat with considerable loss. In the days of Elizabeth, Brighthelmstone was noted for its hardy fishermen, and fishing-boats. At that time there were, we are told, 400 seafaring men, 80 boats, and 10,000 nets in the town.

About fifty years after the queen's death,

Brighthelmstone was the scene of an event of real historical interest. On the night of the 14th October, 1651, a tall swarthy young man, with one companion, slipped quietly into the George Inn, in West Street, and stated that they had appointed to meet a seafaring friend there. The inn-keeper had in earlier days been employed about the royal palace, and at once recognized in the visitor Prince Charles, son of him who ten years before had been beheaded at Whitehall. Shortly after, the captain of a collier, Nicholas Tetersell, was introduced to Charles and his friend Wilmot (afterwards the notorious Earl of Rochester). A bargain having been struck, he took them on board, and landed them safely at Fécamp, on the French coast. The royal fugitive was of course profuse in his promises, and forgot them after the Restoration, which occurred nine years after. Tetersell, finding that no inquiries were made about him, steered his collier into the Thames and moored it opposite Whitehall. The dirty-looking craft attracted attention; inquiries were made, and the king remembered his obligations. Tetersell received a ring, and an annuity for himself and descendants of 100*l.* a year, his ship being admitted as a ship of the Royal Navy, and renamed the *Lucky Escape*. The ring is still in the possession of Sir Henry Shiffnerl, a descendant of the captain, and his grandfather was the last to receive the pension.

The sea in the meanwhile continued to make further encroachments, and the hardships and miseries of the inhabitants were brought to a climax in 1705 by a terrible storm, which nearly swept the town out of existence. One hundred and thirty houses were destroyed, and property to the value of 40,000*l.*; the whole of South Street being buried beneath the shingle washed up by the encroaching sea. A century later, when some excavations were made, remains of old houses were found at a depth of 15 feet. In 1732 authority was granted to the town authorities to erect barriers against the sea. Groynes, or strong wooden jetties, were run out to break the action of the waves; and in more recent times concrete groynes have been constructed, and make excellent breakwaters. Notwithstanding the misfortunes of the town, the Sussex gentry had a liking for it, and a few years after, a physician, Dr. Russell, who had gained

considerable reputation for treating glandular diseases, and for his advocacy of sea-water for strengthening the constitution, took up his residence here. His patients followed him, and when a chalybeate spring was discovered at Wick, about a mile to the east, possessing, as was alleged, wonderful curative properties, the reputation of the town was at once secured. In 1750 Brighton was still only a fishing-village, with but one church, "St. Nicholas," where the remains of Nicholas Tetersell, to whom we have alluded, lie buried. The rapid rise of the town is really due to its being the chosen residence of George IV. when Prince of Wales, who in 1784-7 built the Royal Pavilion, with which most of our readers are probably acquainted, and which was purchased by the Town from the Commissioners of Woods and Forests for 53,000*l.* in 1851. So far the history of Brighton.

We now desire to draw attention to one of the numerous charitable institutions which abound in and round Brighton; we mean the ROYAL NATIONAL LIFE-BOAT INSTITUTION. It may not be uninteresting to relate how it was that the above-named Society was led to establish a Life-boat station on the beach nearly opposite the Bedford Hotel. On the 10th of October, 1857, at an early hour, the inhabitants of Brighton were aroused from their beds by the report of an approaching wreck. It had been blowing hard all night from the south, and the sea, as far as the eye could reach, was covered with foam, when at daybreak a brig was seen in the S.E. driving before the wind, and showing signals of distress. It was soon seen she was making for the shore—a step attended with infinite peril; and though it was not yet seven in the morning, thousands had assembled on the cliff to witness her impending fate. Presently she struck on the sand near the pier end, and it soon became evident she must go to pieces, and the crew perish, unless succour could reach them. There were at that time three Life-boats at Brighton; one, we believe, belonging to the town authorities. A second had formerly been the property of the Brighton Humane Society, but about three years since she had been condemned as unserviceable. She was, however, at that time bought by a well-known spirited and justly popular Brighton

boatman, named JOHN WRIGHT, who gave her a thorough refit, and resolved to maintain her as a second Life-boat at his own expense. A third, we believe, was the property of the Brighton Humane Society. Before the ill-fated brig had taken the ground, the two first-named boats had put off to attempt to reach her. WRIGHT's boat, being the fastest sailer, at first made the most progress; but she was struck by a heavy sea, which filled the boat, and carried away five of the oars, the sails having been taken down, as she would not fetch to windward. Thus disabled, she was obliged to return to the shore. The Town Life-boat then succeeded in getting alongside, and took off five out of the eight of the brig's crew, who were safely landed. Two more attempts were now made by WRIGHT to take off the remainder of the crew, but without success; the Town boat also made another attempt, but was compelled by the violence of the sea to put back. Four of WRIGHT's crew had now deserted him, and he was almost in despair for volunteers, when the officer in command at the coastguard station at Hove, Lieutenant MANSELL, R.N., came to the spot, and with four of his men offered to make up the deficiency. WRIGHT gladly availed himself of the services of the men, but declined those of the lieutenant, wishing to retain command of his own boat; and thus reinforced, a fourth attempt was made, this time with success, and the remainder of the crew were landed in safety, amidst the cheers and hearty greetings of the crowds assembled to receive them. A public meeting was subsequently held at Brighton, when it was resolved to take immediate steps to provide the most efficient Life-boat protection, which resulted in the formation at Brighton of a Branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, the inhabitants providing a house for the boat, and undertaking to subscribe annually a sufficient amount for its permanent support. In 1868 the station was thoroughly re-organized, a new and handsome boathouse being built on a site of ground, granted by the Town Council, on the beach near the New West Pier. The old boat was replaced by a fine new one, pulling ten oars double-banked, its cost having been defrayed by the children in the Sunday-schools of London and its neighbourhood, the fund having been

raised through the kind and zealous exertions of J. R. BURCHETT, Esq., CHARLES SEARE, Esq., and other gentlemen. The Life-boat was named *The Robert Raikes*, after the great founder of Sunday-schools. In 1876 the Institution lost a warm friend in the person of Sir CORDY BURROWS, who had been for many years Chairman of the Branch.

Brighton was the spot selected for carrying out the Life-boat competition, a prize of 600*l.* having been offered by the Fisheries Exhibition Commissioners in 1883. Only three competitors appeared in the field, viz., the ROYAL NATIONAL LIFE-BOAT INSTITUTION, MESSRS. FORRETT AND SON, Boat-builders, and Messrs. TIMMIS AND HODGSON. Owing to the exceptionally fine weather experienced in the first half of the year 1884, a considerable time elapsed before weather possessing the necessary degree of roughness set in, and then there was a difficulty in assembling the jurors. More than one preliminary trial, however, took place in the presence of a large concourse of people, and finally the prize was awarded to the self-righting boat of the Life-boat Institution.

In consequence of the excessive loss of beach where the Life-boat house is situated, through the action of the sea, which last year carried away the groyne provided for the accumulation of the shingle, and has within the last month done so much more damage, it has become necessary to move the house to another site, and successful negotiations with the Corporation have just been completed, by which the Society acquires the use of two roomy arches opposite Cannon Place on very favourable terms. One arch will take in the boat and carriage, and the second will be utilized as a store, with possibly a waiting-room partitioned off. The Society has been most fortunate in securing the services of such well-known and philanthropic gentlemen as Mr. Alderman Cox, Messrs. E. BOOTH, A. H. SUTHERLAND, W. JOHNSTON, W. R. WOOD and others, to take care of the interests and efficiency of the station. In June, 1884, Mr. W. R. WOOD, jun., who has acted as Honorary Secretary to the Branch for some years, was presented by the Institution with a pair of binocular glasses, in recognition of his long and valuable services and co-operation, to continue which we trust he may long be spared.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

WORKINGTON, CUMBERLAND.—In consequence of a shipwreck having occurred here, with loss of life, in September 1885, the local residents made application to the Institution to form a Life-boat establishment at this port, and as a large number of vessels enter and leave there every year, and it was considered a Life-boat would prove useful, the Committee decided to comply with that request. A substantial and commodious boat-house was accordingly erected, on a suitable site, from designs furnished by the Architect of the Institution, and on the 5th April last the new Life-boat Station was publicly inaugurated. The boat placed here is 34 feet long, 7½ feet wide, and rows 10 oars double banked. Like almost all the Life-boats now sent to the coast, it is provided with the water-ballast fittings, which have everywhere proved most successful. As we have mentioned in former numbers of *The Life-boat Journal*, the object of these fittings is to increase the ballast and immersion of the boat, and consequently her draught of water and stability, when circumstances admit of so doing, without materially increasing her fixed weight for land carriage or her draught of water when launching, or in very shallow water. The Life-boat has all the other characteristics of the boats of the Institution in the way of self-righting, self-ejecting water, &c. A new transporting and launching carriage has been provided for the boat.

The cost of the Life-boat, carriage and equipment, was defrayed by a lady residing near London, and, in accordance with her wishes, the boat is named *The Dodo*. Great preparations were made locally for the reception of the new Life-boat, and many thousands of persons assembled on the occasion of her launch, the only drawback in their case being the weather, which, although suitable enough for testing the efficiency of the Life-boat, by no means conduced to their comfort and enjoyment, a strong wind blowing from the S.W., accompanied by blinding showers, while rather a heavy surf broke on the beach. However, the whole programme was carried out with completeness and care, and gave entire satisfaction. First of all, the Life-boat on its carriage,

drawn by eight horses, was escorted through the town in procession, which comprised Naval Reserve men, Artillery and Rifle volunteers, the Freemasons, Foresters, Odd Fellows, and other benevolent Societies, the Life-saving Brigade, the Volunteer Fire Brigade, and several bands of music. On reaching the shore on the south side of St. John's pier, a halt was made and the energetic local honorary secretary, J. C. THOMPSON, Esq., addressed the spectators, and then called upon the District Inspector of Life-boats, Lieutenant TIPPING, R.N., who represented the Institution on the occasion, to hand over the boat to the care of the Local Committee. The gift was acknowledged by Captain GAMBLES, after which a hymn was sung by the united school choirs, and prayer was offered up by Rev. J. J. THORNLEY, vicar of St. John's. The boat was then named by Mrs. GAMBLES, and afterwards launched and pulled outside the breakers, when the usual exercise was gone through, after which the boat was towed by the steam-tug *Grace* up the harbour, where she was placed under a crane and capsized twice, three of the crew remaining in her. She righted immediately each time, and the crew were much pleased with her; the second time the water-ballast tanks were full. At the luncheon afterwards the toasts of the Donor of the Life-boat, and the ROYAL NATIONAL LIFE-BOAT INSTITUTION were very cordially received. A concert in the evening, the proceeds of which were added to the Life-Boat Fund, brought the proceedings to a close.

BLYTH, NORTHUMBERLAND.—A new Life-boat has been sent to this Port to take the place of the old No. 1 Life-boat on the station. The cost of the new boat, which is 34 feet long and 8 feet wide, and is named *The Dalmer*, was defrayed from a legacy bequeathed to the Institution by the late Mrs. ANNE DALMER, of Ryde, Isle of Wight.

SOUTHSEA, HAMPSHIRE.—The ROYAL NATIONAL LIFE-BOAT INSTITUTION has formed a Life-boat establishment on Southsea Beach, which, in the opinion of experts, is considered to be an excellent position whence a Life-boat can proceed,

either under sail or in tow of the Admiralty or other steam-tugs, to shipwrecks along that coast and round the eastern approaches to Spithead. The cost of the boat, which is one of the large class, 37 feet long, 9 feet wide, and rowing 12 oars double banked, and which is named *The Heyland*, has been defrayed from a special fund raised to found a memorial to the late Lieutenant HEYLAND, R.N., who lost his life in saving a sailor who fell overboard from H.M.S. *Minotaur*. A house has been constructed for the boat on a site kindly granted by the War Department. The new Life-boat Station was publicly inaugurated on the 5th June last, under the superintendence of the Chief Inspector of Life-boats, Captain the Hon. H. W. CHETWYND, R.N., and the District Inspector, Commander St. VINCENT NEPEAN, R.N. The boat and carriage were permitted by the naval authorities to be received at the Dockyard, and the procession, consisting of the band of the Royal Marine Artillery, a body of Naval Pensioners, who requested permission to join it; some officers and petty officers late of H.M.S. *Minotaur*, Members of the Local Committee and friends, proceeded by way of the Hard, High Street, &c., to the boat-house. Here the usual inaugural ceremony was performed in the presence of a large number of people, the Mayor of Portsmouth presiding, Staff-Commander PHILLIPS, R.N., of H.M.S. *Fire Queen*, and late of H.M.S. *Minotaur*, representing the Donors, and the Mayoress of Portsmouth naming the Life-boat, which was then launched, and the crew exercised in the usual way.

ILFRACOMBE.—A new Life-boat has recently been sent to this place by the Institution to take the place of a smaller one stationed there many years since. The new boat is 34 feet long, 7½ feet wide, rows 10 oars, double banked, and is provided with a transporting- and launching-carriage. The cost of the new Life-boat, carriage and equipment was presented to the Institution by the Co-operative Wholesale Society, the head-quarters of which are at Manchester, and which also possesses branches at London, Newcastle, Plymouth and other places. This is the second Life-boat presented by the Society, and it is named *The Co-operator No. 2*. The first boat was stationed at

Cullercoats, on the coast of Northumberland, in September 1884, and it has already been instrumental in helping some distressed fishing-boats. The Ilfracombe new Life-boat was publicly launched at Plymouth *en route* to its station on the 16th June last, the last day of the Plymouth Co-operative Congress, under the superintendence of the District Inspector of Life-boats, Commander LA PRIMAUDAYE, R.N.

The delegates of the co-operative societies invited the local Life-boat committee to an inaugural luncheon at 1 P.M., after which a procession was formed at the Friary Station, where the boat was waiting on her carriage.

The boat was drawn by six horses through the streets of the town, which were crowded with people, and she was continuously cheered on the way. The launch took place at a favourite site below the Hoe in the grounds of the sea baths. When fairly in a position for launching the shafts were unshipped and a platform brought forward. A hymn was sung and prayers offered by the Rev. Prebendary WILKINSON. The General Secretary to the Co-operative Society, Mr. E. VANSITTART NEALE, transferred the boat to the District Inspector, who thanked the Donors.

The Boat was named by Mrs. A. ACLAND, and subsequently successfully launched over the quay.

The Plymouth Life-boat was afloat to welcome the new boat, and both boats pulled about and were much admired.

Admiral A. PHILLIMORE, Commander-in-Chief, Mr. A. ACLAND, and other gentlemen attended the launch, which was witnessed by a vast number of people.

When the boat reached its station it met with a public reception, large crowds of spectators assembling to witness the launch. After it was afloat the detachment of Naval Artillery Volunteers on board the gunboat *Tay* manned the rigging and gave lusty cheers for the boat and its crew.

SHERINGHAM, NORFOLK.—In response to the strong wishes of the fishermen and most of the principal inhabitants of this place, the Life-boat placed here nineteen years since has been replaced by a larger 14-oared boat on the self-righting principle, 41 feet long and 9½ feet wide, clench-built of larch, the cost of which has been

met by a legacy bequeathed to the Institution by the late Mr. WILLIAM BENNETT, of Albert Street, Regent's Park, for a Life-boat to be named after himself. The boat has very great stability; with the crew and gear in their places it takes forty men sitting on one gunwale to bring it to the water's edge. It was taken to its station by water in July last, being towed nearly the whole distance, and was then tested on each of the two following days under oars and sails, and the fishermen were so well pleased with the result that they spontaneously proposed that a meeting should be called to enable them to express their thanks to the Institution. The meeting was held accordingly under the presidency of the local hon. secretary, the Rev. LETHBRIDGE MOORE, when the very hearty thanks of the fishermen were expressed. On the following Sunday a special service was held in the church on behalf of the boat, and was very well attended by them.

FETHARD, COUNTY WEXFORD.—With the full concurrence of the Committee of the late Waterford Harbour and Duncannon Branch, the Duncannon Life-boat Station has been abolished, and a new Life-boat Establishment in its place has been formed at Fethard, to guard Bannow Bay and the neighbouring part of the coast. It was from Fethard that the Duncannon Life-boat was launched and saved 33 lives from the stranded ship *Earl Beaconsfield*, on the 14th February, 1884. The new boat, which is one of the 34-foot 10-oared class, is provided with a transporting carriage. It was sent to its station in July last. The whole cost of this new Life-boat Station has been met from the bequest of the late Mrs. HELEN BLAKE, of Handcross House, Sussex,—received through the Lords Commissioners of H.M. Treasury—and the boat is named after the deceased lady.

ABERDOVEY AND PORTMADOC, NORTH WALES.—The Institution has despatched new Life-boats to Aberdovey and Portmadoc, to take the place of the former Life-boats on those stations. Each boat is 34 feet long, and rows 10 oars, double banked.

A new transporting and launching carriage has been provided for the Aberdovey boat. The cost of this Life-boat,

which is named *The Thomas Nicolls Stratford*, has been defrayed from a legacy bequeathed to the Institution by the late Mr. T. N. STRATFORD, of Worcester. The Portmadoc boat is named *The Caroline*, and has been provided from a legacy received from the late Miss CAROLINE LAMB, of Clifton, and a fund raised by Capt. A. RODNEY BLANE, R.N., to help in meeting the cost of a new Life-boat.

The naming and launching of the Aberdovey boat took place on the 30th September. The coxswain and crew were delighted with their new Life-boat, and expressed their readiness to go afloat in her in any weather and any sea.

The Portmadoc Life-boat was launched for the first time on the 9th of August, the Rector offering up a few appropriate prayers, and the ceremony of naming being performed by the wife of the Lord-Lieutenant of the county in the presence of a large concourse of people. This boat has also given much satisfaction.

PORHOUSTOCK, ST. IVES AND BUDE HAVEN, CORNWALL.—These three Life-boat Stations have likewise been provided with new and improved boats and carriages in the place of those sent there many years since. The Porhouston new Life-boat is 37 feet long, 8 feet wide, and rows 12 oars double banked; its cost was defrayed by "A. F. H.," a lady living near London, and in accordance with her request it is named *The Charlotte*. The other two boats are of the 34-foot 10-oared class. The one for St. Ives, like its predecessor, is named *The Exeter*, the legacy of the late Mr. W. KENDALL, of that city, having been appropriated to that Station. The Bude boat also bears the name given to the old boat, *The Elizabeth Moore Garden*, this Life-boat Station having been endowed by the family of the late R. T. GARDEN, Esq., of River Lyons, King's County, Ireland.

NEWQUAY, CARDIGANSHIRE.—This Station has likewise received one of the new 37-foot 12-oared Life-boats, the gift of Mr. and Mrs. FRANCIS G. SMART, of Tunbridge Wells, the boat bearing their joint names, *The Frank and Marion*. This is the third Life-boat that Mrs. SMART has presented to the Institution. On the occasion of the first launch of the new Life-boat, on the 23rd September, the

whole town of Newquay kept holiday, and the inhabitants, as well as those of the district for miles round, turned out to witness the proceedings—a most enthusiastic reception being extended to the donors, who were present, to whom the following address was presented by the Rev. D. GRIFFITHS :—

“Mr. and Mrs. FRANCIS J. SMART.—The local committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION at Newquay, for themselves and on behalf of the general community on this celebration of the first public launch of the life-boat *Frank and Marion*, desire to convey to you their deep feelings of gratitude and appreciation of the noble generosity which prompted you to the gift of the grand Life-boat now about to be launched. Of the numerous charitable institutions which abound in our country, none are more worthy to be supported than the LIFE-BOAT INSTITUTION, and it is a subject of deep thankfulness that the calls of the Institution are so liberally met throughout the length and breadth of the land. God, the Father of all, puts it into the hearts of ladies and gentlemen such as you, who are endowed with wealth, to think of the perils and dangers of those of our brothers whose work lies, and whose lives are spent, on the sea, and to provide the means, in so far as human skill and courage can attain that end, of saving their lives and alleviating their miseries when their ships are tossed on our coasts by the fierce tempests which so frequently visit these shores. This local committee, on behalf of the entire community of the district, now asks you to receive their assurance of our warmest thankfulness for entrusting us at this station with such a noble and costly boat as the *Frank and Marion*. The men who will man her when need arises have

been scanning her closely since her arrival at the station, and their feeling of admiration for and confidence in their new boat is unbounded. They know that, thanks to your Christian generosity, all that money and science and skill can secure in the construction of a Life-boat has been lavished on theirs, and when the call comes and the signal goes forth that there are brothers in danger of perishing on this part of the rockbound coast of Cardigan Bay, you may feel assured that the boat called after your names will be cheerfully manned by as bold and fearless and skilful a set of men as ever faced the howling wind and roaring waves in the effort to save life.”

Mr. SMART appropriately acknowledged the receipt of the address, and said that it gave him and his wife great pleasure to be present, and that they felt very gratified at the cordial and warm reception afforded them. A short religious service was then conducted by the Rev. D. GRIFFITH, after which the ceremony of naming the boat was performed by Mrs. SMART, who broke the customary wine-bottle over the stern, when the boat glided into the water amid the vociferous cheering of the crowds.

The donors afterwards caused tea to be provided for the Life-boatmen and their wives and a number of aged persons, as well as for 550 school children. On leaving Newquay they were waited on by the Life-boat crew, and Mr. GRIFFITH THOMAS, the second coxswain, who expressed their sincerest and warmest thanks for their great liberality.

OUR INLAND BRANCHES.

Huddersfield.

HEMME in on all sides by high hills, and occupying a position in the very heart of the manufacturing districts of Yorkshire and Lancashire, itself a large centre of population engaged in the woollen and cloth trades, is situated the town of Huddersfield, on a considerable extent of high ground sloping down to the River Colne, a tributary of the Calder. The importance of the town is mainly due to a plentiful supply of coal and water, extensive railway communication with all parts of the kingdom, and to canals in connection with both the Mersey and the Humber. That connecting with the Mersey is carried at the highest canal level in England, through a remarkable tunnel,

three and a quarter miles in length, which pierces the chain of hills called the Penine Chain, or English Apennines, 652 feet beneath the surface, and is so straight that the light can be seen from end to end. Parallel with it, but at a slightly higher level, is the railway tunnel, at the end of which is Marsden Station.

The history of the West Riding of Yorkshire, of which Huddersfield is one of the largest towns, is, considering its great size, very scanty in its materials, and very few of the remains of the original inhabitants, or of the Romans, are now to be seen. Of the few places of historic interest contained in the parish may be mentioned “Slack,” the supposed site of

the ancient city of Cambodunum, which occupied the attention and labours of the Huddersfield Archæological and Topographical Association during the latter part of 1865 and the early part of 1866, when several Roman remains were excavated. Almondbury, about two miles from Huddersfield, was once a place of some importance, and possessed a church built by Paulinus, the companion of St. Augustin, the only certain memorial of whose labours is the ancient stone cross at Dewsbury, which marks the spot where he first preached to the heathen, and afterwards baptized them in the River Calder. It was on this account that Dewsbury Church was and is still looked upon as the Mother Church of a large ecclesiastical district, including even Huddersfield, which owes allegiance and pays an annual tribute. Above the village of Almondbury is the Castle Hill, 900 feet high, where a castle, built in the reign of Stephen, is said to have existed formerly; no trace, however, of either building now remains. Kirklees Priory, distant about four miles, must not be omitted, as it is the only ruin of antiquity of its class in the neighbourhood. This Priory was founded in the year 1155 in the reign of Henry II., and is chiefly of interest from its association with the name of "Robin Hood." A small closet in this gate-house is pointed out as the room in which Robin Hood spent the last hours of his life, in company with his friend and counsellor Little John. Having been obliged to solicit surgical assistance from his cousin the Prioress of Kirklees, who, by the way, is said to have opened a vein in his arm while he was asleep, and finding his end approaching, Robin Hood made his last request to his friend that he would take his bow, and, opening the window, shoot an arrow,

"And where the arrow down should fall
There buried should he be."

He is supposed to be buried in the park near a small plantation, through which a footpath to the left leads to the spot where Little John's arrow is said to have fallen. An epitaph is let into the wall of a small quadrangle protected by an iron railing, in which he is described as Earl of Huntingdon.

The earliest mention of the district in which Huddersfield now stands is in

Domesday Book, where the town is referred to under the name of "Oderesfelt" as belonging to one "Ilbert de Lacy," who received the barony of Pontefract from William the Conqueror when he divided the lands of the Saxons among his Norman followers. The original parish church is supposed to have been built by him in 1073. The most important period of the modern history of Huddersfield was during the Luddite insurrection in 1811-12, which was brought about by the introduction of machinery for finishing cloth. Commencing in Nottinghamshire, it soon spread to Yorkshire, and Huddersfield was one of the towns most deeply engaged in it. The greatest discontent prevailed throughout the neighbourhood owing to the commercial distress which existed for several years after the substitution of steam for manual labour; several acts of violence were committed, and several deeds of rebellion were agreed upon, but the instigators of the several movements were either captured or dispersed.

In 1842 the Plug riots, originated by a large number of operatives from Lancashire, commenced. These men marched across the country to Huddersfield, drawing the plugs out of the boilers at all the factories where they could. A meeting was held in the town to consider what further steps should be taken, but their deliberations were speedily brought to a close by the military, the Riot Act having been read.

For a manufacturing town, Huddersfield is one of the best built, most regular, and cleanest of all the prosperous towns in the North of England. Being entirely built of a good white freestone, and the fact of the land on which it is built all belonging to one owner, Sir John N. Ramsden, at whose offices all plans of proposed buildings have to be submitted, due attention to street architecture is ensured. The best part of the town is the open space in front of the station, in which is a statue in white marble of the late Sir Robert Peel. The inhabitants have the reputation of being a hard-headed, practical people, always ready to help every philanthropic work which commends itself to them, or to receive a stranger, when properly introduced, with the open arms of hospitality. They are passionately fond of music, and a

band will always attract hundreds of the population in a few minutes. Nothing surprises a stranger to the locality more than their love of music. Not long since a Hussar regiment passing through Huddersfield *en route* for Manchester, was billeted for the night in the town. Next morning, when the regiment assembled on parade in St. George's Square, the band, which was formed up in front, struck up a selection of music which was very prettily played, and with the greatest taste. The large square was speedily thronged, much to the writer's surprise, with spectators, principally from the labouring class, who, at the conclusion of the performance, showed their delight by loud clapping of hands. The services in the churches and chapels, though musical, are thoroughly evangelical, and the most unpretending choir can perform an oratorio with credit; indeed, ministers would lose their congregations if the taste of the people for music were not recognised and satisfied. The service in the parish church is on Sunday evenings a sight well worth seeing, when every part of the building is thronged by all denominations to listen to the powerful preaching of the vicar, the musical rendering of the service leaving nothing to be desired. The large attendance of the working-classes at the Bible lectures on Sunday afternoons testify their appreciation of the vicar's worth and merits. A strong man is wanted in Huddersfield to combat the infidelity so prevalent, and all we can say is, the requirements of Huddersfield are well satisfied in this respect.

The staple trade is the fancy woollen cloth trade, but there are also large concerns engaged in the cotton, silk and iron trades. The manufacturing class has always shown itself alive to accept and utilize change of fashion, with the result that Huddersfield still retains a position far ahead of all its rivals in the supply of clothing fabrics.

Notwithstanding the long-continued depression in trade which has now extended over so many years, but which has only been comparatively slightly felt in Huddersfield because of the numerous occupations which the working classes are able to engage in, steady progress has been made by the town. A splendid supply of water has been obtained from works erected on the moors by the Cor-

poration at a cost of 750,000*l.* Fifty years ago there was only one post office, one letter carrier, and one delivery a day; now there are in the same district fifty-eight post-offices and receiving-boxes, and forty-two letter carriers, besides supernumeraries who are at work all day. In connection with the post-office we must not fail to call attention to the Post-Office Savings Bank, which in great measure owed its establishment to a Huddersfield man, Sir Charles W. Sikes, the managing director of the Huddersfield Banking Company. He first suggested the matter to Mr. Gladstone, who deputed the late Mr. F. I. Scudamore, C.B., then second Secretary of the Post-Office, to consult with Mr. Sikes, and together they elaborated the arrangements which Parliament made law in 1861. The result, after twenty-five years' working of the Act, is that upwards of 47 millions sterling now stand to the credit of the working classes, and the idea has been adopted by almost every civilized nation in the world. This brilliant success merited and received its due recognition in the honour of knighthood conferred upon the author by Her Majesty the Queen.

As regards the educational departments, the Huddersfield Colleges for boys and girls are both large and successful. The two institutions have lately been united under one board of management, and they occupy conspicuous and handsome buildings in the North Road. Great alterations have been and are still taking place for the enlargement of the railway station, in order to admit of the development of the traffic, and at the present moment 5000 trains daily pass in and out of Huddersfield. When the work is completed the station will be one of the finest in the kingdom. The town also possesses two fine parks, one the gift of Mr. H. F. Beaumont, M.P., containing 20 acres of ground, upon which 30,000*l.* was laid out by the Corporation. The other park was bought from Sir J. H. Ramsden, and has altogether cost the town 66,000*l.*

All these provisions for the comfort and welfare of the inhabitants, and the steady and marvellous manner in which the population has increased, viz., from 7000 at the commencement of the century to 87,000 at the present time, bear witness to the uninterrupted progress of the town.

At the head of the charities stands the infirmary. It has twice been enlarged since it was built fifty years ago, and it now contains 100 beds. The working classes contribute upwards of 1,000*l.* a year towards its support; it also has a long list of subscribers, and the interest accruing from nearly 40,000*l.* bequeathed by friends at various times. A scheme for a third enlargement has just been brought out and has met with a munificent response. There are many other local charities on a smaller scale which are all well supported, particularly that in aid of the funds of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which obtained a local footing in 1866. In that year the residents of Huddersfield, through the benevolent exertions of Mr. THOMAS CRESSWELL and others, presented 1034*l.* to the Society for a Life-boat to be called the "Huddersfield." At that time the Institution had decided to establish a Life-boat Station at Hasborough on the coast of Norfolk, it being a place where vessels in distress were frequently run ashore, and this money was appropriated to the purpose. A substantial house was built on top of the cliff to keep the boat in, and

in July 1866 the Life-boat and transporting-carriage were forwarded to Huddersfield *en route* to their destination, were publicly exhibited in the armoury, and visited by large numbers of persons. The Life-boat was drawn on her carriage through the streets, attended by a procession of volunteers and others. Her self-righting qualities were afterwards exhibited at the junction of the rivers Calder and Colne in the presence of not less than 20,000 spectators, the greatest enthusiasm prevailing throughout the proceedings. For some years after this the Institution did not receive much support from Huddersfield, and in 1872 the annual subscriptions amounted to about 8*l.* only. Mr. J. A. HARRISON was then appointed Hon. Secretary, and the contributions rapidly increased until at the time of his death in 1883 they amounted to 109*l.* Mr. J. T. KILNER then undertook the vacant post, and thanks to his valuable and energetic co-operation, in conjunction with Mr. F. H. SHAW, the subscriptions have largely increased, and now amount to 189*l.*

The Huddersfield Life-boat has been instrumental in saving 50 lives.

THE WRECK REGISTER AND CHART FOR THE YEAR 1884-85.

No Wreck Register having been issued this autumn by the BOARD OF TRADE, we are unable, as has been our wont for upwards of thirty years, to furnish our readers, in the November number of our Journal, with a Chart showing the wrecks and shipping casualties which have taken place around the coast of the United Kingdom during the year 1884-85, and with the other interesting and important statistics connected therewith, which it has been our practice to bring under their notice. We have been informed by the BOARD OF TRADE that the Wreck Register in question will not be published before next year.

SERVICES OF THE LIFE-BOATS OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

HOLYHEAD.—On the 4th of April, 1886, at midnight, the schooner *Lorn*, of Lancaster, bound from Wicklow for Liverpool, showing signals of distress during a moderate gale from the S.W., the *Thomas Fielden* Life-boat put off to her assistance. She was about half-a-mile from the head of the breakwater, and was dragging her

anchors. Her crew, consisting of four men, were brought ashore by the Life-boat, and on the following morning the boat again went out, and assisted to bring the vessel into the harbour.

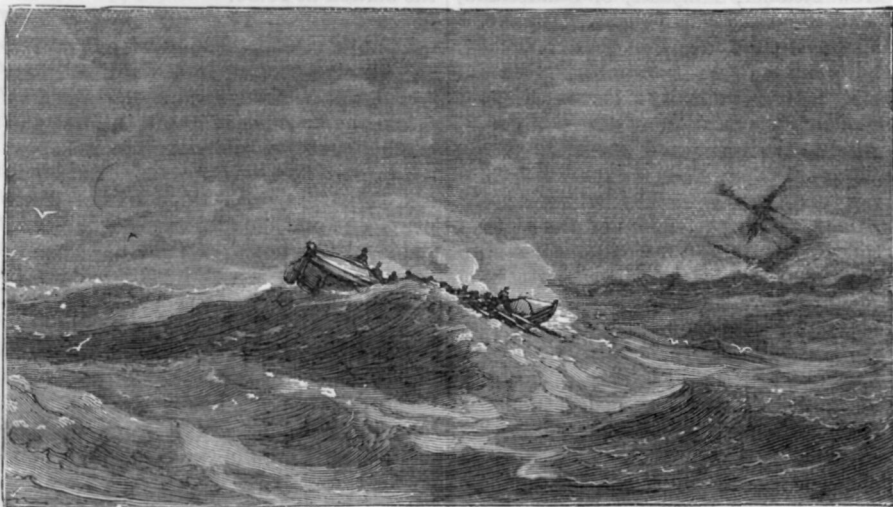
The *Thomas Fielden* Life-boat put off at 9 P.M. on the 17th May, signals of distress having been shown by the schooner *Glad*

Tidings, of Aberystwith, in ballast, which was in a dangerous position in the bay during a strong gale from the S.W. and a heavy sea. Great difficulty was experienced by the Life-boat in getting alongside the vessel as she was labouring heavily in the trough of the sea; but eventually this was accomplished, and her crew, consisting of five men, were taken off and brought safely ashore.

On the 27th September, at 3.30 A.M., signals of distress having been shown by the schooner *Fairlie and Jane*, of Beaumaris, bound from Dublin from Llanael-haiarn in ballast, during a strong gale from the W.S.W., the *Thomas Fielden* Life-boat put off to her assistance. On reaching the vessel she was found to be striking

collision between two fishing cutters, and that one of them, named the *W. H. M.*, of Yarmouth, had sunk. The crew, of six men, had taken refuge on the other vessel, the *Hettie*, of Ramsgate, which was at anchor in a dangerous position. After repairing damage, she sailed to the south at daylight; the crew of the sunken vessel having in the meantime been taken off by the Life-boat, which landed them at Winterton at 2.30 A.M.

CLACTON-ON-SEA.—On the evening of the 7th of April a small vessel was observed in the Wallet Channel, S.E. of Clacton Pier, during a strong S.W. wind and a very rough sea. With the aid of a powerful glass, it was seen that she was



heavily on the rocks at the breakwater; her crew had been landed by means of ropes, and the master alone remained on board. At his request the Life-boat stayed by the vessel until she floated: an attempt was then made to get her into the harbour, but she was unfortunately driven on the rocks. Subsequently, however, a steam-tug managed to tow her into the old harbour. The master was brought ashore in the Life-boat.

WINTERTON.—Flares having been reported by the Coast Guard, at about 11 P.M. on the 4th of April, the No. 2 Life-boat, the *Husband*, was launched, proceeded in the direction in which the signals had been seen, and found there had been a

disabled, and there appeared to be nobody on board. Still as there was a possibility of the crew being in the cabin, it was deemed advisable to launch the *Albert Edward* Life-boat, in case help should be needed. The Life-boat put off at 6.45, and on reaching the vessel found that she was a small cutter yacht of about 5 tons, named the *Cruisada*, abandoned, half full of water, and with everything in disorder. The Life-boat took her in tow and made for Harwich, arriving there at about 9 P.M., and having handed her over to the proper authorities, returned to her Station on the following day.

PALLING.—During a strong wind from the N.E. with a heavy sea and foggy

weather, the No. 2 Life-boat, *British Workman*, put off at 6 P.M. on the 15th of April to the assistance of the barque *Franziska*, of Porsgrund, Norway, bound from that port for Liverpool, with a cargo of pit-wood, which had stranded on the Hasborough Sand. The Life-boat remained by the vessel during the night, and in the morning, finding her rapidly breaking up, took off her crew, consisting of ten men, and landed them safely at 1 P.M. Shortly after leaving the vessel she became a total wreck.

SUNDERLAND.—The report of a gun was heard at 7.45 A.M. on the 19th of April, during a light E.N.E. wind, a strong sea, and foggy weather, and the screw steamer, *Langdale*, of Sunderland, was seen on the North rocks. The No. 1 Life-boat *Good Templar* was launched, and took off the crew, numbering sixteen men. Much difficulty was experienced in getting the boat alongside the wreck, owing to the rocks and the state of the tide.

DEAL.—Full particulars of the services rendered by this Life-boat on the 20th April on the occasion of the wreck of *The August Herman Francke*, are given in the August number, pages 171-2.

ABERSOCH, NORTH WALES.—The *Mabel Louisa* Life-boat was launched, at 2.30 A.M. on the 29th of April, with much difficulty, the night being very dark, the tide far out, and a very heavy sea breaking on the shore. She proceeded to the smack *Endeavour*, of Portmadoc, bound from Newport, Monmouthshire, for Abersoch, with a cargo of coal; but meanwhile the vessel parted both chains, and drove ashore on the beach. There were only three lads on board, and as the coxswain feared they might try to get ashore in their boat, and possibly be drowned in the attempt, the Life-boat made for the vessel, and took them off. The boat then went to the schooner *Eliza Bell*, of Amlwch, coal laden from Liverpool to Abersoch, which had parted one of her chains, and rescued the crew of three men, and the mate's wife and child.

RAMSGATE.—At 11.45 A.M., on the 12th May, during a moderate E. wind and thick weather, signal guns were fired by the

light-ships. The *Bradford* Life-boat went out in tow of the harbour steam-tug *Vulcan* and found the schooner *Edward Arthur*, of Carnarvon, 141 tons, bound from Newcastle to Lisbon with a cargo of coal and carrying a crew of six men, ashore on the N.E. part of the Goodwin Sands. The master having engaged the services of the Life-boatmen to try to save the vessel, her sails were stowed, an anchor and cable got ready for running out, and at 4 P.M. the steamer commenced to tow her. After towing until 5 o'clock she came afloat striking heavily, and at the master's request was towed to Dover, six of the Life-boatmen remaining on board her to assist at the pumps, &c. Dover was reached at 8.30 P.M., and the steam-tug returned to the station at 10.30.

CARDIGAN.—The fishing-boat *President*, of Aberayron, put into Cardigan bay, during a N.N.E. wind and a heavy ground sea on the morning of the 13th May, and made signals of distress. The Life-boat *Lizzie and Charles Leigh Clare* put off to her assistance, took three of her occupants out and brought them ashore, and put a pilot on board, to take the boat into port as soon as there was sufficient water to enable her to cross the bar.

BURNHAM, SOMERSETSHIRE. — Intelligence having been received that the schooner *Eliza*, of Bridgwater, 69 tons, bound for Cardiff with a cargo of coal, and having a crew of three men, had sunk on the Gore Sands, the crew of the Life-boat *Cheltenham* were called, the boat was promptly launched at 6.15 on the evening of the 15th of May, and proceeded to the assistance of the vessel's crew. On her way out she met the ketch *Fanny Jane* with the men on board: they were taken into the Life-boat and safely landed at about 8 P.M.

COURTMACSHERRY, CO. CORK. — The fishing-smack *Harry*, of Courtmacsherry, while getting under weigh to run for shelter from the roadstead to the pier in a heavy W.S.W. gale, at 3 P.M. on the 17th May, lost one of her anchors. When under weigh she missed stays and went on the bar on which a very heavy sea was breaking; she let go another anchor but the chain parted. However, she floated off the sand and stood out to sea. The Life-boat

Farrant put off to her assistance, taking out an anchor to her, and remained alongside until she had crossed the bar, where, if she had again missed stays, she would in all probability have been lost with her crew of six men. When they got into the shelter of the harbour's point the Life-boatmen ran out a warp and hauled the smack into a safe position.

NEW BRIGHTON. — Information was brought to the Life-boat Station at 9.45 P.M. on the 17th May, that a vessel had beaten over the Brazil Bank and had sunk in the Rock Channel. The wind was blowing from the W.S.W. at the time; the weather was squally, and there was a heavy sea. *The Willie and Arthur* Life-boat promptly put off to the help of the vessel, which proved to be the schooner *Admiral Nelson*, of Beaumaris, laden with stone, and rescued her crew of two men, who were in an exhausted condition.

WORKINGTON, CUMBERLAND. — In the evening of the 17th May, a strong W. wind, which had been blowing all day, suddenly developed into a heavy gale, and at 8.45 signals were shown by a small schooner, the *General Cathcart*, of Greenock, bound from Ballywalter for Workington in ballast, which was anchored two miles N. of the harbour. The Life-boat *Dodo*, which had been recently placed on the station, was quickly manned; was towed out by the steam-tug *Grace*, reached the schooner, and after four attempts succeeded in taking off her crew, numbering four men, and brought them safely ashore.

On the following day the Life-boat, at the request of the master, again proceeded to the vessel, with her crew, and assisted to bring her into the harbour.

KILMORE, Co. WEXFORD. — *The John Robert* Life-boat was launched at noon on the 24th May, to the assistance of the s.s. *Pontiac*, of and for Liverpool, from New Orleans, with a cargo of cotton and maize, which had struck on St. Patrick's Bridge during a dense fog. She was got afloat by steam-tugs, the Life-boat remaining by her until no further service was required.

NEWHAVEN. — At 2 P.M. on the 24th May, the *Michael Henry* Life-boat was

launched to the aid of the dandy *Happy Return*, of Newhaven. The vessel was loaded with chalk, which had been taken from the beach, when she was suddenly overtaken by a squall which threatened to engulf her. The Life-boat remained by her until she reached the harbour, her crew of three men being reassured by the presence of the boat.

BALLYCOTTON, Co. CORK. — The ketch *Argo*, of Bridgwater, bound from Newport for Clonakilty, with coal, and carrying a crew of three men, was observed to be in distress during a moderate gale from the S. on the morning of the 21st July. She seemed unmanageable, but ultimately anchored to leeward of Ballycotton Island, still exhibiting signals of distress. A Coastguard boat went to her aid, but finding her rudder unshipped or broken, her mainsail split, and her crew exhausted, was unable to render any assistance, and therefore returned ashore. *The Oliver Goldsmith* Life-boat then went to the vessel, put some men on board, and brought her safely into harbour.

BERWICK-ON-TWEED. — At 8.30 P.M., on the 13th August, the *Albert Victor* Life-boat put off to the assistance of the yacht *Puffin*, of Berwick, which was brought up in a dangerous position off Spittal Beach. The owner and crew of the yacht having been landed by a fishing-boat, the Life-boat put two men on board the vessel, which was afterwards towed into port.

CEMAES, ANGLESEY. — *The Ashtonian* Life-boat put off at 2.30 P.M., on the 28th August, and brought safely back to land a boat containing two men, which was drifting out to sea during a strong S.W. wind. Her occupants were inexperienced in the management of a boat, and being nearly exhausted, were quite unable to regain the harbour.

TROON, SCOTLAND. — The schooner *Mistletoe*, of Brixham, bound from Saffi, N. Africa, for Irvine, with a cargo of beans, went ashore on Lady Island, on the night of the 6th September. On the following day a strong gale sprung up from the S.W., with a very heavy sea, and at about 1 P.M. the schooner hoisted signals for the Life-boat, there being upwards of twenty men on board the vessel, in addition to

her crew, throwing overboard the cargo. *The Mary Sinclair* Life-boat at once proceeded to her, and remained alongside until she was towed off by a steam-tug, and no further danger was apprehended.

LOWESTOFT.—Intelligence having been received that two steamers had been in collision in the north part of Stanford Channel, *The Samuel Plimsoll* Life-boat put off at 9.15 A.M., on the 10th September, and reached the vessels as they cleared each other. One of them, the s.s. *Erasmus Wilson*, 496 tons, of and for London, coal laden, and having a crew of 17 persons and 8 passengers, was so badly damaged as to necessitate her being beached to prevent her from sinking. The Life-boat, having been towed southwards by the steam-tug *Rainbow*, through a very heavy sea, the wind blowing strongly from the S.S.W., dropped her anchor, veered down to the vessel, and rescued eleven persons who were on board. The remainder of the crew and passengers having taken refuge on the other steamer, the *Lord Alfred Paget*, of London, which was not badly injured and had brought up in the South Roads, the Life-boat proceeded to her; took off the fourteen persons, and landed all the people safely in Lowestoft harbour at 11.20.

PETERHEAD.—At 5.30 P.M., on the 11th September, *The People's Journal* No. 1 Life-boat put off, during a gale from the W.S.W., to the assistance of the schooner *Resolute*, of Lossiemouth, bound from Shetland for Sunderland in ballast, which was showing signals of distress near Kirkton Head. The crew, consisting of five men, having expressed much anxiety to

be taken off their vessel, fearing she might be driven ashore at any moment, they were taken into the Life-boat and safely landed in the North Harbour, considerable difficulty being experienced by the Life-boatmen in returning to the shore.

LIZARD AND CADGWITH.—The s.s. *Suffolk*, of London, 2,900 tons, bound from Baltimore for London, with a cargo of flour, tobacco, &c., and having a large number of cattle on board, struck the rocks at the Lizard Head during a dense fog at 4 o'clock on the afternoon of the 28th of September. As there was imminent danger of the vessel breaking up, the master decided to abandon her at once, and he and his crew, forty-five persons in all, put off in three boats, remaining for some time in Pen-træth Bay to see if help would come from the shore. Immediately on intelligence of the casualty being received, the rocket apparatus was called into requisition, and a line was fired over the vessel, but as no use of it was made, the crew having left her, the Lizard No. 2 Life-boat, *The Edmund and Fanny*, stationed at Polpear, was launched, and fortunately succeeded in finding the boats. The crews of two of them, numbering 24 persons, were taken into the Life-boat, and endeavours made to save the boats, but the heavy seas rendered it utterly impossible to do so, and they had to be abandoned. The Cadgwith Life-boat, *The Joseph Armstrong*, also put off to the help of the shipwrecked men, and rescued the crew of the third boat, consisting of 21 persons; 45 lives were thus happily rescued by these two Life-boats, their crews having very hard work, and being much exhausted on their return to their stations.

THE WASTING OF THE ENGLISH COAST.

(From *The Times*, 5th October, 1886.)

ENGLISHMEN do not, as a rule, realise the perishable and perishing nature of the land on which they live. Although more than fifty years have now elapsed since Sir Charles Lyell collected and emphasised the evidences which showed that the structure of the solid rocks might be interpreted by rightly reading the changes going on at the present day, it is doubtful

whether one Englishman in a hundred knows that many thousands of tons are yearly and regularly subtracted from our country by the action of rain, atmosphere, and rivers, thus steadily reducing the average level of the land, and transporting the old surface of England into the sea. It may be supposed that a larger proportion, who live near the sea-shore

or annually visit it, are aware of the reality of inroads of the sea and the serious necessity which exists in many places for taking strong measures against the devouring element which at times rages so furiously. But the experience of any given seaside resident, and even of migratory visitors, is limited, and although geologists have from time to time noted evidences of the erosion of the coast, or derived important geological evidence from new exposures of surface by cliff falls, there does not yet exist a complete record from which the average Englishman may know how fast his country is wasting, and which may guide our national and municipal authorities as to the best means of limiting the destruction and making it less injurious if inevitable. The British Association, however, in 1882 made an important step in advance by appointing a strong committee of geologists, engineers, and naval authorities to inquire into the rate of erosion of the sea coasts of England and Wales and the influence of artificial abstraction of shingle or other material on that process. For some four years this committee has been engaged in collecting and collating evidence from many local inhabitants who have long noticed the state of the coast in their respective neighbourhoods, and from engineers who have had practical experience in constructing harbours or other works of defence against the sea. The first substantial report of the committee, recently published, is chiefly confined to the districts south of the Thames, the reports from other districts being less complete. It must be remembered that accurate reporting, while vitally necessary, cannot at first accomplish much, for the evidences which a single half century can accumulate are but slight compared with the facts of many centuries; and until the principles of geology were formulated, observation founded upon them could not be adequately commenced. It may not be before many such reports have been made and until a complete system of correct observation shall have been established by the nation (not necessarily at great expense) that we shall be in a position to judge whither our land is tending, and what should be done.

The coast-line of England consists of a very great variety of materials, in a varied state of consolidation, and of very different

height in successive localities. From mud to elvan, from chalk to granite, from sand to limestone and flint, it passes at irregular intervals, and often consists of numerous strata of different hardness overlying one another, and making all angles with the sea-level, from horizontal to vertical. The coast is exposed to wear and tear, not only from the force of the sea and wind, but also from the effects of rain and atmospheric changes, which for the most part tend in one direction, towards destruction of the existing land. These forces all tend to reduce everything to one dead level, and however constructive they may be in other localities, on that portion of the earth which exists above water they concentrate almost unvarying efforts of destruction. Yet the very process of destruction, in most localities establishes a preservative action. Unless the cliffs consist of mere clay or fine sand a bank of gravel or shingle is formed, which acts as a valuable barrier between the sea and the land. But like many natural operations this is liable to variations, owing to the changes of wind and tide. At one period, or for a series of years, the quantity of shingle may diminish greatly along a particular part of the coast, giving correspondingly greater access to the violence of the sea and accelerating the progress of its destructive effects.

Naturally these operations have run counter to the schemes of man. Wishing to dwell near the sea-shore or to protect his shipping, he has often found his structures threatened or destroyed; and these results more than any other have led to very extensive works of repair or preservation, which have been carried out locally, without much concert, often without skilled advice, and certainly, for the most part, without any Government or national concern being felt in them. It is now time that some general information should be collected and made available as to these matters, so that local authorities shall not be left in the dark, and that people living inland may have some notion of what is going on along our coasts.

First, as to the actual rate of destruction. Without going into the wearing back of the cliffs during uncertain numbers of centuries, which can be proved by various evidences, and coming down to

the time when the one-inch ordnance survey map was published, in 1813, at Langney, near Beachy Head, the Martello Towers 69, 70, 71, and 72 were all some distance above high-water mark. They are now all destroyed, and only the ruins of two of them are laid bare at half tide. Near the Wish Tower a house stood fifty years ago, the site of which is now covered with shingle, and a furlong of land appears to have wasted in 100 or 130 years. Beachy Head itself, 532 feet high, being composed at the base of the hard lower chalk, offers great resistance to the sea, and the upper portion wastes faster, owing to rain, frost, and salt spray, than the lower. These facts give a representation of the state of things over a considerable region of the south and east coasts where artificial works have not interfered.

On the Dorset coast a very considerable destruction of the cliffs, composed of very varied material, takes place by landslips, and the sea gradually clears away the *débris*. Golden Cap, 620 feet high, has, during the past thirty or forty years, been lowered as many feet. Some fields have been reduced to one-half their former size. Better draining would in some cases reduce the rate of decay, by preventing so much erosion by rain-water and frost action. From Sidmouth the opinion comes that there is a slight sinking of the land going on, perhaps not more than ten inches in a hundred years. But accurate observations over a sufficient length of time are wanting. They should be undertaken by some Government department at well-selected stations all over the coast.

But it may be thought that the land gains in some directions what it loses in others. Notably, the district known as Romney Marsh is a comparatively modern accretion. The estuary of the Wantsum, which once separated the Isle of Thanet from the mainland, has been recovered from the sea, partly by human agencies, and in great measure by the silting up of the river, caused by the sea currents diverting its mouth in a northerly direction, by the travelling of sea beaches, and by accumulation of blown sand. The embankments of Brading Harbour, in the Isle of Wight, have reclaimed a tract of 600 acres from the sea. Much of the lowland of Sheppey has been reclaimed

from the sea in the past 300 years. All this, however, is but slight compensation for what is lost; new low land, mud flats requiring constant protection, and sand banks do not replace lost cliffs. And it behoves every Englishman to protect his land as far as he can from a more powerful destroyer than human potates.

But if the coast is being destroyed rather fast, it is chiefly due to human action, and first in the removal of shingle, gravel, and sand. All along the coast we find almost the same tale of unchecked removal of material for agricultural road-making and building purposes. Thus at Sidmouth, when the Board of Trade some years ago set up a claim to the foreshore, and forbade the removal of shingle, such a disturbance was made by the inhabitants that the attempt was given up; and now shingle, gravel for walks and roads, and sand for mortar are taken without let or hindrance. In some parts, as near Lyme, limestone is taken from the cliffs and ledges, and lime is copiously extracted from them. The very ledges of the shore are stripped off. From a tract east and west of the River Brit, belonging respectively to General Pitt-Rivers and the Earl of Ilchester, and leased to private individuals, something like 10,000 tons may be carted away in six months. Between Littlehampton and Brighton it is said that most of the walls within two miles of the sea have been built with boulders from the beach; hence it is only natural that the shingle has been diminishing, as also has the broad tract of fine or mud sand. At Brighton the sands are clearly at a lower level than formerly. No one part of the country is much more guilty than another in respect of the removal of shingle, although some parts are more injured by it than others. The common answer to objections is that a single tide will sometimes bring in more shingle than a year's operations will take away, and that no real harm can be done by such abstraction. But it must be remembered that every existing portion of shingle is a product of destruction, and although its removal may not appear to make much impression, the same sea which destroyed cliffs to make that shingle will almost certainly destroy an equal portion to make up for that which is removed; and this process will go on faster in proportion to the increasing

demands of mankind. And although in a state of nature shingle varies in its distribution at different times, moving as a circulating medium of defence, according to the prevailing wind and set of the tide, the preponderating movement at present being up channel, in consequence of the prevalence of south-west winds, yet because nature moves shingle from one spot to another, that is no argument for man removing it altogether, causing nature to manufacture more shingle out of cliffs.

This is peculiarly an imperial matter. It concerns the imperial dominion, which extends over the sea-shore and all estuaries within reach of the tide, and must naturally control all proceedings tending to damage the cliff or diminish the sea-shore. We believe it is, *primâ facie*, illegal to remove anything from the coast or from the region between high and low-water mark, and that no special legislation would be required, and that after adequate notice prosecution could be maintained against offenders. But probably some further inquiry would be desirable before putting restrictions in force which have been so long unobserved.

A second and equally important question concerns the methods to be adopted by local authorities to protect the coast-line from erosion. It is asserted that during the present century great injury has been done by the extensive building of groynes, or rows of piles banded together, and intended to stop the natural travelling of the shingle and prevent the loss of coast. Some of these do damage by heaping up the shingle along one side of the groyne, while a corresponding deficiency is created on the other side, and thus a natural process of movement is barred, diminishing the supply to a less favoured locality. Thus, although in some localities this process may seem to answer, it is injurious to others, and from many of the places where they have been extensively adopted we hear complaints of failure, of faulty construction, of diminishing shingle, of costliness, and of the groynes being out of order. It is only where strong broadside sea-walls have been built that a definite cessation of inroads of the sea has been effected, and progress in this matter appears to look towards the general substitution of strong stone embankments of judicious form,

instead of wooden ramparts, which are costly, more easily destroyed, and often want renewing. But there are some, perhaps timber merchants, who will assert that there is nothing like wood. So they said about ships and railway bridges; but we have learnt better. Watering-places especially will find their account in constructing good walls, for they are of the highest service as furnishing first-class marine promenades.

The erection of stone harbour piers in many ports has been alleged as seriously aiding in the destruction of the coast. Folkestone is a typical case, and a connexion is believed to be made out between the elongation of the pier to the westward of the harbour, and the denudation of East Wear Bay of shingle, causing an alarmingly rapid fall of the chalk under-cliff, to the imminent jeopardy of the South-Eastern Railway. Dover presents much the same phenomena since the building of the Admiralty Pier. From the Castle jetty to St. Margaret's the base of the cliff is being abraded, and what formed a carriage-way into Dover under the cliff some 30 years ago has now entirely disappeared. It is suggested that in most cases where a moving beach has to be crossed, it would be best to commence the solid work of the pier seaward of the shingle mass, connecting it by open piling with the shore, and leaving the littoral movement uninterfered with. How far all these evils and dangers can be met by legislation or by more skilful engineering is certainly a subject worthy of consideration. At any rate, we ought not to acquiesce calmly in any more rapid wasting of our coast line than is inevitable. All actions which are detrimental to the Queen's dominion should be forbidden and prevented, and wherein the forces of nature cannot be gainsaid, much may be saved by skilful works of defence. We may add that Mr. W. Topley has edited the report of the British Association Committee on this subject, and that Mr. W. Whitaker has supplied a valuable bibliography of works, papers, and pamphlets bearing on coast changes and shore deposits in England and Wales. A further report dealing with the erosion of the East Coast of England will appear in the next volume of the British Association reports.

SUMMARY OF THE
MEETINGS OF THE COMMITTEE.

THURSDAY, 3rd June, 1886.

HIS GRACE THE DUKE OF NORTHUMBERLAND,
K.G., *President*, in the Chair.

Read and confirmed the Minutes of the previous meeting. Also read those of the Finance and Correspondence, and Wreck and Reward Sub-Committees, and ordered their recommendations to be carried into effect.

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

Northern District—Berwick-on-Tweed, Eyemouth, Holy Island (two Boats), Blyth (two Boats), Tynemouth (two Boats), Newbiggin, Cresswell, Hauxley, Boulmer, North Sunderland, Bamburgh Castle, Dunbar, Alnmouth, North Berwick, Stromness, Longhope, and Thurso.

Southern District—Totland Bay.

Eastern District—Walmer, Kingsdowne, North Deal, Harwich, Lowestoft, Pakefield (two Boats), Southwold (two Boats), Dunwich, and Kessingland (three Boats).

Western District—Holyhead, Rhosneigr, Cemaes, Llanddwyn, Rhosecolyn, Cemlyn, Abersoch, Porthdinllaen, Llanaelhaiarn, and Portmadoc.

Irish District—Black Rock and Giles Quay (Dundalk), Drogheda (two Boats), Howth, Wicklow, and Poolbeg.

Decided that the No. 2 Life-boat stationed at Pakefield be transferred to Lowestoft.

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

	£	s.	d.
The late Captain HENRY LEIGHTON, of Glasgow, per his sister, Miss AGNES LEIGHTON, of Glasgow, for a Life-boat to be named <i>The Henry and John Leighton</i>	700	—	—
Miss ALLAN, Sydenham	25	—	—
The Most Hon. The MARQUIS OF ELY, annual subscription	20	—	—
ALGERNON PECKOVER, Esq., Wisbeach (additional)	20	—	—
The Worshipful Company of Clothworkers (additional)	20	—	—
G. W. ORMEROD, Esq., Teignmouth (additional)	15	15	—

—To be severally thanked.

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

	£	s.	d.
The late W. D. ROUTH, Esq., of the East India United Service Club 2,000	2,000	—	—
The late Miss MARY STERNDAL ROOKE, of Keswick (duty free)	1,000	—	—
The late G. M. THOMSON, Esq., of Glasgow	200	—	—

Voted the Silver Medal of the Institution and a copy of the Vote inscribed on vellum to the following Coxswains of Life-boats in recognition of their long and valuable services in the Life-boats:—

Mr. JOHN BRIMS, Thurso.
Mr. WILLIAM CALLOW, Castletown.
Mr. JAMES GILBERT, Tynemouth.
Mr. BERNARD HAMILTON, Dundalk.
Mr. PATRICK KAVANAGH, Carnsore.
Mr. EDWIN TREVASKIS, Hayle.
Mr. THOMAS PRINGLE, North Sunderland.
Mr. GEORGE WARFORD, Pakefield.

Also a Binocular glass, bearing a suitable inscription, to each of the following coxswains of Life-boats in acknowledgment of their good services in saving life:—

Mr. HUMPHREY JONES, Barmouth.
Mr. WILLIAM ORR, Groomsport.
Mr. WILLIAM PORTER, Cahore.
Mr. ROBERT ROBERTS, Penmon.
Mr. EDWARD RUTTER, Cadgwith.
Mr. DAVID SINCLAIR, Irvine.
Mr. DAVID SULLIVAN, Ballycotton.

Also the thanks of the Committee to J. T. DUNNING, Esq., in recognition of his past kind services as Honorary Secretary of the Sidmouth Branch of the Institution.

Decided, that the present Life-boats at Troon and the Isle of Whithorn (Scotland), and Howth (Ireland), be replaced by new ones possessing all the latest improvements.

Appointed Mr. CHARLES E. F. CUNNINGHAME GRAHAM, late lieutenant Royal Navy, Inspector of Life-boats for the Eastern District, vice Commander G. C. C. CARTER, R.N., resigned.

Paid 1,039l. 11s. 2d. for sundry charges on various Life-boat Establishments.

Voted 93l. 10s. to pay the expenses of the Workington, Cardigan, Burnham, Courtmacsherry, New Brighton No. 1, Holyhead, Newhaven, and Kilmore Life-boats in rendering the following services:—

		Lives saved.
Schooner <i>General Cathcart</i> , of Greenock	4	
Fishing boat <i>President</i> , of Aberayron	3	
Schooner <i>Eliza</i> , of Bridgwater. Rendered assistance.		
Fishing boat <i>Harry</i> , of Courtmacsherry. Saved vessel and	6	
Schooner <i>Admiral Nelson</i> , of Beaumaris	2	
Schooner <i>Glad Tidings</i> , of Aberystwyth	5	
Dandy <i>Happy Return</i> , of Newhaven. Remained by vessel.		
Steamer <i>Pontiac</i> . Remained by vessel.		

The Ramsgate Life-boat was also out three times in the month of May: she assisted to save the stranded schooner *Edward Arthur* of Carnarvon, and her crew of six men.

(Details of these services will be found on pages 200-203.)

Also 134l. 16s. 6d. to pay the expenses of the Life-boats at Donna Nook, Walmer, Deal, Kingsdowne, Howth, Lizard, Cadgwith, Moelfre, and Kingstown, in assembling their crews or putting off to the assistance of vessels which did not ultimately need their services.

Voted 25l. to the widowed mother of DAN BROOKS, one of the crew of the Donna Nook Life-boat, who was unfortunately drowned by the capsizing of a ship's boat while endeavouring to rescue some of the crew of the brig *Mermaid*, of Whitby, at Donna Nook during a

gale from the N.E. and a very rough sea on the 13th May.

Also 10*l.* to ten men for gallantly putting off in the galley punt *Siloam* from Deal beach at half-past eleven o'clock on the night of the 10th May and, at considerable risk, saving the crew, consisting of four men, of the schooner *Samson*, of Cowes, which had stranded on the Goodwin Sands in a heavy sea.

Also 4*l.* to four men for putting off in a small boat, at great risk, and saving three out of four men whose boat, laden with seaweed, had been capsized off Rush, co. Dublin, during a strong N.E. gale, at 7 P.M., on the 28th April.

Also 3*l.* 15*s.* to three men for putting off in a boat at great risk and rescuing two men from a pilot boat which had been capsized by a heavy sea off South Shields at 11 o'clock on the night of the 23rd February.

Also 1*l.* to PETER MCGIVERN for rescuing four men from two boats, loaded with seaweed, which were swamped in Mill Bay during a strong S.S.W. gale on the 7th April. An additional 1*l.* was granted to the salvor to cover the loss he sustained by throwing overboard his boat's load of seaweed in order to effect the rescue of the endangered men.

Also 1*l.* 5*s.* to five men for putting off in a boat and saving three persons from another boat which had been capsized by a squall off Inniskera, co. Donegal, on the 25th April. The rescuers afterwards saved the boat and her gear.

Also 10*s.* to two men for rescuing two men whose boat had been capsized off Winterton during a moderate breeze from the S.W. on the 29th May.

THURSDAY, 1st July.

Colonel FITZROY CLAYTON, V.P., in the Chair.

Read and confirmed the Minutes of the previous meeting. Also read those of the Finance and Correspondence, and Wreck and Reward Sub-Committees, and ordered their recommendations to be carried into effect.

Read the Report of the Chief Inspector of Life-boats on his recent visits to Southsea, Huna, Thurso, Ackergill, and Dornoch.

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

Northern District.—Thurso, Huna, Ackergill, Nairn, Lossiemouth, Buckie, Banff, Peterhead, Fraserburgh, Port Erroll, Whitelink Bay, Newburgh, and Stonehaven.

Southern District.—Exmouth, Sidmouth, Lyme Regis, Southsea, and Hayling Island.

Eastern District.—Aldborough, Thorpeness, Walton-on-the-Naze, Clacton-on-Sea, Southwold (two Boats), Margate, Broadstairs, Kingsgate, Dover, and Hythe.

Western District.—Barmouth, Aberdovey, Aberystwith, Newquay (Cardiganshire), Cardigan, Fishguard (two Boats), Newport (Pembrokeshire), St. Davids, Solva, Littlehaven, Milford Haven, and Ilfracombe.

Irish District.—Balbriggan, Skerries, Kingstown, Greystones, Wicklow, Arklow, Courtown, Cahore, Wexford (two Boats), Carnsore, Kilmore, and Dunmore.

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

	£	s.	d.
Executors of the late Mr. ALFRED BURGESS, of Blackheath	100	—	—
EDWARD F. WHITE, Esq., and Miss S. E. WHITE, annual subscription	75	—	—
Messrs. COURAGE & Co., Horselydown (additional)	20	—	—
Canteen of H.M.S. <i>Assistance</i> , per Lieut. CHARTER, R.N.	2	2	—
Children of St. Paul's, Clerkenwell, per the Rev. STYLEMAN HERRING	—	15	—

—To be severally thanked.

Also that the late JOHN WORSLEY, Esq., of Clifton, had bequeathed to the Institution Nineteen Guineas.

The Committee expressed great regret at the death of Sir EDWARD G. L. PERROTT, Bart., one of the Vice-Presidents of the Institution, who had been connected with the Society for thirty-six years, and decided that a letter of condolence be sent to his relatives.

Also at the decease of the following Gentlemen, who had rendered the Institution valuable services for many years past:—

- Mr. CHRISTOPHER BROWN, Honorary Secretary of the Settle Branch.
- Mr. C. A. BAKER, Honorary Secretary of the West Hartlepool Branch.
- Mr. JOHN POOLE, Honorary Secretary of the Hayle Branch.

Reported the transmission to their Stations of Life-boats for Southsea and Ilfracombe.

Decided, on the application of the local residents, to form a new Life-boat Station at Dornoch Firth, Sutherlandshire; and to appropriate the Station to a contribution received from an anonymous donor ("D.") for the purpose of forming a new Life-boat establishment, the boat to be named *The Daisie*.

Paid 4,034*l.* 5*s.* 7*d.* for sundry charges on various Life-boat Establishments.

Voted 87*l.* 6*s.* to pay the expenses of the Newport (Pembrokeshire), St. David's, Swansea, Caister No. 2, and Deal Life-boats, in putting off to the assistance of vessels which did not ultimately need their services.

The Ramsgate Life-boat also went out on two occasions, but her help was not required.

Voted 75*l.* in aid of a fund being raised by Sir THOMAS F. BRADY, Inspector of Irish Fisheries, for the relief of the families of three men who were unfortunately drowned by the capsizing of their curragh, having put off to the assistance of the crew of another curragh, which was in danger off the middle island of Arran, during squally weather and a heavy sea, on the 8th of April. The men had left sixteen persons totally unprovided for. The other boat and her three occupants succeeded in reaching the shore in safety.

Also 2*l.* 5*s.* to three men and a woman for putting off in a boat and saving three men, whose boat had been upset by a squall near Usnich Lighthouse, Inverness-shire, on the 19th May.

Also 1*l.* 10*s.* to three men for rescuing the crew of two men of the fishing hooker *St. Patrick*, which was struck by another vessel

and foundered off Killeen Point, co. Galway, during a fresh E. breeze on the 23rd April.

Also 11. to two men for saving a boat, containing two boys, which was in danger close to the Scroby Sands during fine weather on the evening of the 8th May. No risk was incurred by the salvors, but they were obliged to abandon their fishing lines until the following day.

THURSDAY, 5th August.

Sir EDWARD BIRKBECK, Bart., M.P., V.P.,
in the Chair.

Read and confirmed the Minutes of the previous meeting. Also read those of the Finance and Correspondence, and Wreck and Reward Sub-Committees, and ordered their recommendations to be carried into effect.

Read the Report of the Chief Inspector of Life-boats on his recent visits to Sheringham, Holy Island, Eyemouth, Berwick-on-Tweed, North Berwick, Liverpool, Southport, and Conway.

Also the Reports of the District Inspectors on their recent visits to the following Stations:—

Northern District.—Broughty Ferry, Buddon Ness, Arbroath, Kildonan, Gourdon, Montrose (three Boats), St. Andrews, Anstruther, Crail, Holy Island (two Boats), Berwick-on-Tweed, Eyemouth, Dunbar, and North Berwick.

Southern District.—Hastings, Winchelsea, Rye, and Newhaven.

Eastern District.—Whitburn, Seaham, and Sunderland (three Boats).

Irish District.—Tramore, Fethard, Duncannon, Dungarvan, Ardmore, Youghal, Ballycotton, Queenstown, Tramore, and Tralee.

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

	£	s.	d.
Mrs. R. F. BROWNE, balance of cost of the <i>Richard Brown</i> Life-boat for Greystones	150	—	—
A. F. H. (additional)	100	—	—
ANCIENT ORDER OF FORESTERS, annual subscription in aid of the support of their two Life-boats	100	—	—
WORSHIPFUL COMPANY OF DRAPERS, annual subscription	52	10	—
WORSHIPFUL COMPANY OF GROCERS (additional)	50	—	—
Mrs. J. DUNCOMBE SHAFTO (additional)	50	—	—
ARTHUR HUTCHINSON, Esq., and the Misses CHARLOTTE and FANNY HUTCHINSON (additional)	25	—	—
NORE YACHT CLUB	24	15	8
WORSHIPFUL COMPANY OF VINTNERS Collected on board the Steam Yacht <i>Ceylon</i> , after divine service, on her last cruise to Norway, &c.	8	15	9

—To be severally thanked.

Reported the transmission to their stations of the new Life-boats for Sheringham (Norfolk), and Fethard (Waterford).

The Great Eastern Railway Company conveyed the transporting carriage of the Sheringham Boat to its Station and brought back the old carriage to London free of charge, and the Waterford Steam Ship Company granted a

free passage to the Fethard Life-boat from Bristol to Waterford.—To be thanked.

Voted the special thanks of the Committee to the Rev. W. W. F. KEELING and Mr. J. MCGONAGHL, in recognition of their valuable services as Honorary Secretaries of the Holy Island and Duncannon Branches of the Institution for many years past.

The Report of the Special Committee appointed to consider the desirability and feasibility of propelling Life-boats by steam was received and adopted. The Report stated that the Committee had carefully investigated the merits of all the models and drawings bearing on the subject shown at the Liverpool Exhibition, and had also examined the coxswain superintendents of the principal Life-boat Stations, where tugs are employed for towing the boats; further, that the coxswains in question were unanimous in condemning the idea of a steam Life-boat, giving it as their opinion that the employment of a tug where necessary is decidedly preferable to having steam applied to the Life-boat itself. In view of all the circumstances, the Special Committee were unable to recommend the adoption of any pattern of steam Life-boat at present.

Decided, that a vote of thanks be given to the Special Committee, and that a copy of their Report be sent to the exhibitors.

Paid 2,440l. 6s. for sundry charges on various Life-boat establishments.

Voted 9l. to pay the expenses of the Walmer Life-boat in putting off to the assistance of a brig; her services, however, were not required.

The Ballycotton Life-boat saved the disabled ketch *Argo*, of Bridgewater, and her crew of three men, during a moderate S. gale.

Read letter from the Honorary Secretary of the Moray Firth Branch, reporting that the King of Sweden and Norway had forwarded silver medals and a pecuniary reward for presentation to the crew of the Moray Firth Life-boat, in recognition of their services in rescuing the crew of the barque *Himalaya*, of Tvedestrand, on the 13th August last.

Voted 3l. 10s. to seven men for rescuing, at moderate risk, four men whose boat, laden with seaweed, had filled and capsized off Portrush Head, co. Antrim, during a fresh breeze from the N.N.E. on the 20th May.

Also 2l. to two men for putting off in a boat and, at considerable risk, rescuing three men from a fishing boat which had been capsized off Selsey, during a strong gale from the S.W. on the 12th July.

Also 2l. to four men for saving two men from a pilot boat, which was capsized off Benhead, Co. Meath, during a moderate gale on the 19th July.

Also 2l. to four men for putting off in a boat and saving two men from a fishing boat, which had been capsized off Rossohan, co. Kerry, during a moderate gale from the S.E. on the 12th April last.

Also 1l. 15s. to five men for putting off in a boat and rescuing five persons from the pleasure boat *Sunrise*, of Bangor, which had lost her mast and was disabled off Groomsport, co. Down, during squally weather on the 25th July.

Also 11. 10s. to two men for rescuing, at considerable risk, a man from a fishing boat, which was sinking in Arran Roads, co. Donegal, on the evening of the 24th July.

Also 11. to a man for putting off in a small boat and rescuing, at great risk, four boys, whose boat had capsized in Walney Channel, off Barrow in Furness, during a strong breeze from the N.W. on the 9th July.

Also 11. to two men for rescuing two men from a foy boat, which had her rope broken while in tow of a steamer, throwing the men overboard, at the mouth of the Tyne, during a strong E.N.E. breeze on the 27th July.

THURSDAY, 2nd September.

Sir EDWARD BIRKBECK, Bart., M.P., V.P., in the Chair.

Read and confirmed the minutes of the previous meeting. Also read those of the Finance and Correspondence, and Wreck and Reward Sub-Committees, and ordered their recommendations to be carried into effect.

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

Northern District—Ballantrae, Girvan, Tyne-mouth (two Boats), Cullercoats, and Blyth (two Boats).

Southern District—Southsea.

Eastern District—Sunderland, Hartlepool (three Boats), West Hartlepool (two Boats), Seaton Carew, Middlesbrough, Staithes, Saltburn, Redcar, Runswick, Whitby (two Boats), Uppang, Robin Hood's Bay, Scarborough, Filey, Flamborough (two Boats), Bridlington Quay, Barmston, Hornsea, Withernsea, Grimsby, Mablethorpe, Sutton, and Donna Nook.

Western District—Bude, Looe, Newquay. (Cornwall), Fowey, Mevagissey, Portloe, Falmouth, Cadgwith, Lizard (two Boats), Mullion, Porthleven, Porthoustock, and Scilly.

Irish District—Valentia and Courtmacsherry.

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

	£	s.	d.
Collected on board the R. M. S. <i>Don</i> , per Mr. H. B. WHITMARSH (additional)	6	10	—
Collected on board the s.s. <i>Orient</i> , per Capt. HEWISON (additional)	4	4	—
—To be severally thanked.			

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

The late Miss FRANCES SPROT, of Edinburgh	£	500
The late Capt. WILLIAM MANSELL, R.N., of Hammersmith (duty free)	50	

Reported the transmission to their Stations of the new Life-boats for Aberdovey, Portmadoc, and Porthoustock.

Decided that various works be carried out at the Wicklow and Dornoch Firth Life-boat Stations at a cost of 1,267l.

Paid 1,194l. 1s. for sundry charges on various Life-boat Establishments.

Voted 20l. 4s. to pay the expenses of the Berwick-on-Tweed and Cemaes Life-boats in rendering the following services:—

Yacht *Puffin*, of Berwick, assisted to save vessel. A pleasure boat. Rendered assistance.

Details of these services are furnished on page 203.

Voted 25l. 17s. to pay the expenses of the Courtmacsherry, Llanddwyn, and Deal Life-boats in putting off in reply to signals, their services not ultimately being needed.

The Ramsgate Life-boat also went out twice in reply to signals, but her assistance was not eventually required.

Voted 3l. 10s. to four men for saving a boat and one man, the boat being half full of water and her occupant helpless and exhausted, between Rock Curachan and Rum Island, Western Hebrides, during a N. gale on the 26th July.

Also 15s. to three fishermen of Groomsport, Ireland, for saving a punt, containing two boys, which was drifting out to sea during a strong S.W. gale on the 20th July.

OUR SAILORS.

THE tide is full, the wind is fair,
The hour is striking now,
And word goes round, with hearty cheer,
"Up anchor to the bow."

The capstan creaks as bars are manned
By sailors stout and true;
The captain smiles as from the strand
The anchor comes to view.

With sails unfurled to catch the breeze,
And cargo trim and taut,
The gallant ship glides o'er the seas,
Towards her destined port.

Oh, pray the God that rules the main,
To keep that vessel fair,
And make the voyage, though long, a gain,
That all may blessings share.

God help and bless our seamen brave,
When tempests fierce alarm;
Be swift to hear, be strong to save,
Make bare Thy mighty arm.

When silent on the deck they tread
In midnight reverie,
When thunder near the breakers dread
God help our men at sea.

God watch and save our kinsmen dear,
In sunshine, storm, and calm;
When friends are far, when home is near,
Oh, shield them safe from harm!

Oh, bring the ship and all her crew
Safe to our shores again;
God bless the men on ocean blue:
Let each one say, Amen!

And landsmen, too, a voyage must take
Across life's stormy sea:
Lord, help us all the port to make,
In immortality.

GEORGE EVANS.

NOTICE.

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

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

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

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

President—HIS GRACE THE DUKE OF NORTHUMBERLAND, K.G.

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



APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1885) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £44,068 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. During the same period it contributed to the saving of 555 persons from various Shipwrecks on our Coasts. Every winter that comes and goes has its black record of wrecks, and its terrible list of lost lives, the average loss of lives from Shipwreck annually, on the shores of the United Kingdom, being 700.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1885.

		£.	s.	d.
Number of lives rescued by Life-boats, in addition to				
20 Vessels saved by them	371			
Number of Lives saved by Shore-boats, &c.	184			
Amount of Pecuniary Rewards for Saving Life during the Year		3,644	11	1
Honorary Rewards:—Silver Medals and Clasps	2			
Binocular Glass	1			
Votes of Thanks on Vellum	7			
Total	10 555	£3,644	11	1

The Committee desire to acknowledge, with gratitude, the liberal support which they have received from the British Public during the past few years,—a support which has enabled them to establish their present great Life-saving Fleet of 293 boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain the Life-boats in a thoroughly efficient state, and their crews practised in the management of their boats, which can only be effected by a large and permanent Annual Income, they earnestly appeal to all classes of their countrymen to continue to aid them in upholding and perpetuating so great and truly national a Work.

The number of Lives saved either by the Life-boats of the Society, or by special exertions, for which it has granted rewards since its formation, is 32,336: for which services 97 Gold Medals, 985 Silver Medals, 24 Binocular Glasses, 8 Telescopes and upwards of £89,500 in cash have been given as Rewards.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. COUTTS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street; Messrs. HOARE, 37 Fleet Street, London; and by all the other Bankers in the United Kingdom.—November, 1886.