

THE LIFE - BOAT,

OR

JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

VOL. IV.—No. 42.]

OCTOBER 1ST, 1861.

PRICE 2D.
[ISSUED QUARTERLY.]

THE OAR.

PROBABLY the most ancient mode of propelling boats through the water by hand-labour was by means of oars of nearly the same shape, and worked in the same manner, as those now in use. And to all appearance there is no likelihood of a change, for although many savage tribes work their canoes and other narrow boats with hand-paddles, and attain great speed with them, yet seamen of civilized nations, whose boats are mostly of a more burdensome character, and whose bodies are encumbered with clothing, have, without exception, given preference to the oar, as an instrument of greater power, and worked with more convenience.

And, truly, there is no more beautiful instrument than an oar, when we consider its simplicity, the ease with which it is worked, and the readiness with which its position is accommodated to the ever-varying motion of the boat and the sea's surface. It has often been proposed—indeed, it is a favourite notion with theorists—to propel life-boats by rotatory paddle-wheels and screws, such as those of steamers; but the proposition is altogether an impracticable one, and its trial could only result in failure. Where great power and velocity of motion can be applied, as by steam, undoubtedly the rotatory form is the most convenient mode through which to apply it, and accordingly, both screws and paddle-wheels work advantageously, until the rolling or pitching motion of a ship becomes very violent, when great waste of power en-

sues; for instance, when a ship rolls so deeply that the paddles are alternately too deeply immersed, and spinning round in the air; or if a screw ship, when she pitches so much that the screw is raised to the water's surface, or lifted above it. When, therefore, it is considered how much more violent is the motion of a boat in a heavy broken sea than that of a ship, it will be readily conceived that a fixed machine, such as a wheel or screw, even if it could be worked on so small a scale by steam power, would do so at a still greater disadvantage. Whereas the oar, obedient to the quick eye and ready arm, varies its position with every motion of the boat or wave, and in skilful hands is always working at "full power."

But there is another point of importance not to be lost sight of. A paddle-wheel or screw cannot be worked in a life-boat by steam power, but must be so by means of a crank worked by hand. Now it is known to every one that the muscles of the human body are strengthened by use, and that, therefore, persons engaged on any particular bodily labour have those muscles especially strengthened that are constantly brought into play. Thus, a sailor would stand little chance in a walking-match with a professional pedestrian; whilst the latter would as vainly attempt to overtake the former in a race over his ship's mast-head. It follows then, that, apart from its other advantages, the oar is possessed of this especial one, that it is in daily use by the only class of men on the coasts who are available to form the life-boat's crew, viz.,

the hardy race of fishermen and boatmen who earn their daily bread on our shores.

An oar being, then, the only instrument by which a life-boat can be propelled, too much care cannot be bestowed on it. Its size, weight, length, material, width of blade, balance, mode of attachment to the gunwale; its height above the water, and above the thwart on which the rower is seated, and the distance of the thwarts and oars apart, are all points of much importance on which the speed of the boat, or its power to make way against a head-sea, much depend.

An oar is a simple lever, of what is termed the second order, that is, wherein the weight or body to be moved lies between the fulcrum and the motive power; the water being the fulcrum of the lever, the gunwale of the boat the point at which its power is applied to the moving body or weight, and the rowers' arms being the source of power.

Fir oars have always been considered the most desirable for life-boats, as they do not bend so much as ash oars, and as they float much lighter in the water, and will therefore better support any persons in it in the event of accident. Experiments have been made by the NATIONAL LIFE-BOAT INSTITUTION to test the relative strength of oars, when it was ascertained that an oar made from a good white Norway batten, or from a white Baltic spar, will bear as great a strain as any other, each being as free of knots as possible.

The length of an oar must of course be proportional to the width of the boat, and it should be so poised on the gunwale that the rower can raise or depress it or move it in any direction with the smallest effort. An oar should be not less than five inches wide in the blade, or it will expose so small a surface to the water as to cut through it, and so work on a too yielding fulcrum, with comparative loss of power.

The height above the thwarts, of the thowl or rowlock in which the oar works on the gunwale, should be sufficient to enable the rower to lift the blade well above the waves by depressing the loom or handle; but, on the other hand, it must not be so high as to

require him to raise his arms above the level of his chest in rowing, in which case he will row with much less force, and be much sooner fatigued. A height of eight inches from the thwarts to the oar on the gunwale will be found a suitable average.

Lastly, the mode of confining the oar to the gunwale of the boat is of much consequence. The most common modes, in ordinary boats, are rowlocks and double pins, between which the oar works; but as an oar is liable to jamb in the rowlock or between the pins, when rowing in a rough sea, and thereby to get broken, or to damage the gunwale, the oars of life-boats have generally been worked in a rope grummet or ring, over a single iron thowl-pin: a further advantage of this plan being that it enables the oars to lie along the outside of the boat when not in use, and thus saves the necessity of unshipping them and getting them in-board on going alongside a wreck, which is a great advantage.

A new description of swivel-crutch, intended as a substitute for a grummet, has recently been planned for the National Institution's life-boats, by its inspector, Capt. WARD, R.N., which is found to have the advantages of the grummet, and to be more convenient in some respects.

As it will be found to be a very useful kind of crutch for general use in boats, we subjoin a sketch of it.

Figure 1 represents the inside of a boat's gunwale, with a section of the oar within the crutch, the latter supported on the gunwale in the position in which it remains whilst the oar is in use. *a* is an ordinary iron thowl-pin; *b*, the crutch, also of galvanized iron, which revolves round the thowl as an axis; *c*, a clamp or chock, which receives the lower end of the thowl; *d*, a section of the oar; *e*, a short laniard with a running eye, which is slipped over the head of the thowl whenever the oar is required to hang over the side; *f*, the gunwale.

Figure 2 shows the oar when let go by the rower and allowed to hang alongside outside the gunwale. *a*, the thowl; *b*, the crutch; *c*, the leathering on the oar, to prevent chafe; *d*, the oar, as hung along-

Fig. 1.

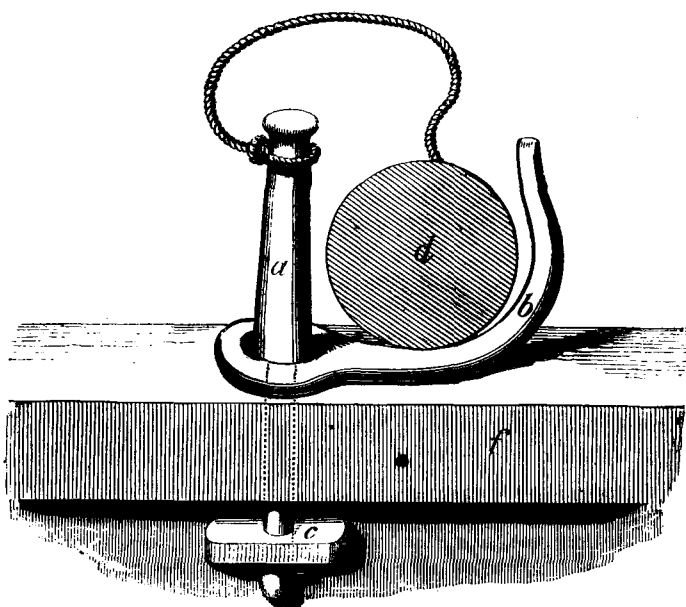
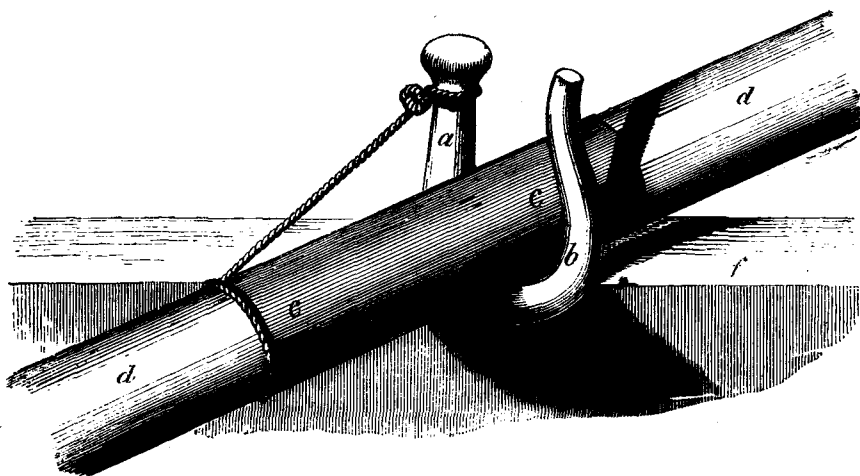


Fig. 2.



side; *e*, the laniard spliced round the oar, below the leathering, and nailed on to prevent its slipping round or along the oar; *f*, the gunwale.

The principal advantage of the swivel-crutches over grummetts is, that they are of

a more durable character, are fixtures, and so not liable to be mislaid or lost, and retain always the same size and shape, whereas a grummet is liable to stretch by use, when the oar will work too loosely in it.

NEW STATIONS AND ADDITIONAL LIFE-BOATS.

CAMPBELTOWN.—A new life-boat station has been established at Campbeltown, in Cantyre, on the West Coast of Scotland, and a 30 ft. 6-oared single-banked, self-righting life-boat was forwarded there from London in June last. The cost of this life-boat establishment, amounting to 431*l.*, was presented to the NATIONAL LIFE-BOAT INSTITUTION by LADY MURRAY, widow of the late LORD MURRAY, of the Court of Session, Scotland. The boat was built by Messrs. FORRESTER, and her transporting carriage by Mr. ROBINSON, the boat and carriage builders to the Institution in London. Numerous wrecks occur on the south and west coasts of the peninsula of Cantyre; and as the neighbourhood is traversed by good roads, this life-boat will be available for the preservation of life and property over a considerable extent of coast. There is a large fishing population at Campbeltown, so that a good crew for the boat can always be depended on.

ST. IVES, CORNWALL.—A new life-boat station has been established at St. Ives by the NATIONAL LIFE-BOAT INSTITUTION, and a similar boat to that above described was forwarded there in July last, together with a transporting carriage and all other necessary appliances. The cost of this boat was presented to the Institution by a benevolent lady.

A local Honorary Committee of Management has, as usual, been formed for the superintendence of the station. Wrecks have frequently happened at St. Ives; and standing as it does at the south entrance of the Bristol Channel, and near the extremity of the peninsula of Cornwall, it is important that the passing trade should be protected by a life-boat there.

SOUTHPORT, LANCASHIRE.—A new double-banked 32 ft. life-boat, rowing 10 oars, has been sent to Southport, to replace an old worn-out boat previously used there. This station has recently come into connection with the NATIONAL LIFE-BOAT INSTITUTION, having been previously under local management only. The station has since been

entirely renovated, a new house has been built to receive the boat, which has also a superior transporting carriage, and a more complete equipment than the old one had. The cost of this boat was presented to the Institution by JAMES KNOWLES, Esq., of Eagley Bank, Lancashire. She was sent to her station at the latter end of August last; and on the 7th September she was tried in a N.W. gale in the presence of a large number of spectators, and afforded much satisfaction to her crew and those who witnessed her performance. Numerous vessels are wrecked on the "Horse Bank" and other dangerous shoals in this neighbourhood.

New and larger life-boats have likewise been recently supplied by the Institution, to replace others belonging to it at Walmer, Rye, and Llandwyn, in Anglesey. With so large a fleet of boats as is now possessed by the Institution, the replacing old and worn-out, or decayed, or inferior boats, will be a work continually going on, and requiring a large expenditure to be incurred. To meet which the Committee must still look to the benevolent and liberal support of the British public as heretofore.

A CONTRAST.

It is a lovely morning in July, the morning after the Royal St. George's Regatta. Kingstown Harbour is bright and beautiful with the taper masts and snowy canvas of a whole fleet of yachts. An "ocean race" is about to begin, from Kingstown to Cork—a race that will try the mettle and the seamanship of those that enter on it. Seventeen yachts are to contend; the largest, a schooner of 140 tons—the smallest, a cutter of 25. At half-past ten they are off, with a fair working breeze from the north-west and every stitch of canvas set. We—you and I, reader—are on board the *Sybil*, neither a Leviathan nor a Minnow, but a comfortable yacht of nine-and-thirty tons. We are somewhat late in starting, for we are detained by a salmon that we have ordered for our ocean meal; but at last the noble fish is received on board, and when we round Wicklow Head

we have made up for lost time and are in the middle of the fleet. There is rough work before us, for the wind has been drawing round off the land from north-west to west, and has now settled down at south-south-west, "a regular dead noser." There is dirty weather brewing. On and on we go, passing one competitor after another, until at last the little *Wild-flower* alone remains to conquer. A fierce race it is, but at last we head her, and lead the fleet. Meanwhile, the weather has grown worse: the wind comes in heavier puffs, the sea rises, and the yacht "jumps like a greyhound in the slips." A rough night is before us, but we make everything fast on deck, and descend with a view to the salmon. "He appeared to leer pleasantly at us as he was deposited upon the table; but scarcely had the captain made the first flourish of the fish-slice over his devoted head than the little ship gave a convulsive jump:" the salmon, with an expression of the wildest jollity, leaps right into one gentleman's shirt front and strikes another on the nose! "At last we were forced to polish him off in detail, so wherever a bit of him was found, it was punished on the spot."

And now, though the night drew on, and the darkness closed in, the little ship put forth her full speed. At half-past eleven the Blackwater Bank light ship "shimmered like a star through the haze of rain and wave-drift."

The full surge of the Atlantic has now to be met. Our gallant foes must be near us, and some, from their superior size, ought to beat us in such heavy weather. "Eager to hear and watchful to see were we through the hours of darkness for aught that could betoken the whereabouts of our powerful rivals; but nought smote the ear save the howl of the tempest through the rigging, or the eye but the white glare of seething foam as we dashed it in triumph from our path. Dark and cold and weary were those hours; but we heeded them not: our little bark was bounding along like a wilful, breathing, living thing, frolicking with the storm as if in very wantonness. At length an almost palpable darkness en-

shrouded us: it made the heart beat from its intensity. There accompanied it a cold moaning blast that reached the very vitals: the hoarse roar of the storm was lulled as if in fear; it became softer and more fitful, until at last it was a sullen throb—it was the dying gasp of the night. Up from the east came glinting tiny pale gray streaks; by-and-by, rosier and warmer pillars of light gradually reared their heads above the horizon; golden streaks scintillated playfully from wave to wave; then a great flood of glorious sunshine burst over the sea and up through the heavens; and the young day was born, as it were, in a moment. The change from that dark cold hour—thrilling in its touch as the hand of death—to the bright, life-imparting, balmy breath of morning, *I shall never forget.* With the sun's earliest ray the very waters seemed to teem with new-born life. Porpoises gambolled joyously around us, gulls screamed a discordant *matin-welcome*, ill-favoured cormorants sped their rapid flight, and guillemots and puffins, as they plumed themselves for the fray, croaked in merry conceit." Now to work again. "Speedily the canvas rose fold over fold above the hardy little *Sybil*; her storm-mantle of the night was swiftly cast aside, and *en grande tenue*, she was careering proudly over the long Atlantic swells." It was high time; for, at a few minutes past five, lo and behold our two most dreaded antagonists, the *Kingfisher* (90) and *Peri* (80) are visible—and ahead! Others are near us, but with these two will our last desperate struggle have to be. And now for a long day's work: we run between the Saltee Islands with perilously little water: for two hours we are abreast of the Hook Tower Light, near the entrance to Waterford Harbour, in a "terribly ugly cross sea;" so that it is all we can do to hold our own, until at last we dash suddenly "through a weak spot in the running water," and are again away. "Our second night's vigil commenced, and never was the first glint of dawn more longingly watched for. At two A.M. the wind flew round to north by west. At the first wink of daylight we discovered the *Kingfisher*

and *Peri* just ahead of us. With a rattling cheer all hands were turned up, and now commenced the tug of war in right earnest: every rope and sail was overhauled, and not a precaution that could secure another inch of speed was neglected in our little ship." Queenstown is at length in sight: both *Kingfisher* and *Peri* are still ahead: the race seems lost; "in fact, to ordinary observers, it was all over but shouting: but we had a man at the helm who had not yet expended half his cunning lore of the sea. I have sailed many a match, but I never saw a more brilliant piece of helmsmanship in my life than on that morning. The race was won by steersmanship and steersmanship alone!"

Here are the times at which we pass the flag-ship, goal of victory:—

	H.	M.	S.
<i>Sybil</i>	5	20	0 A.M.
<i>Peri</i>	5	23	0 A.M.
<i>Kingfisher</i> . .	5	25	0 A.M.

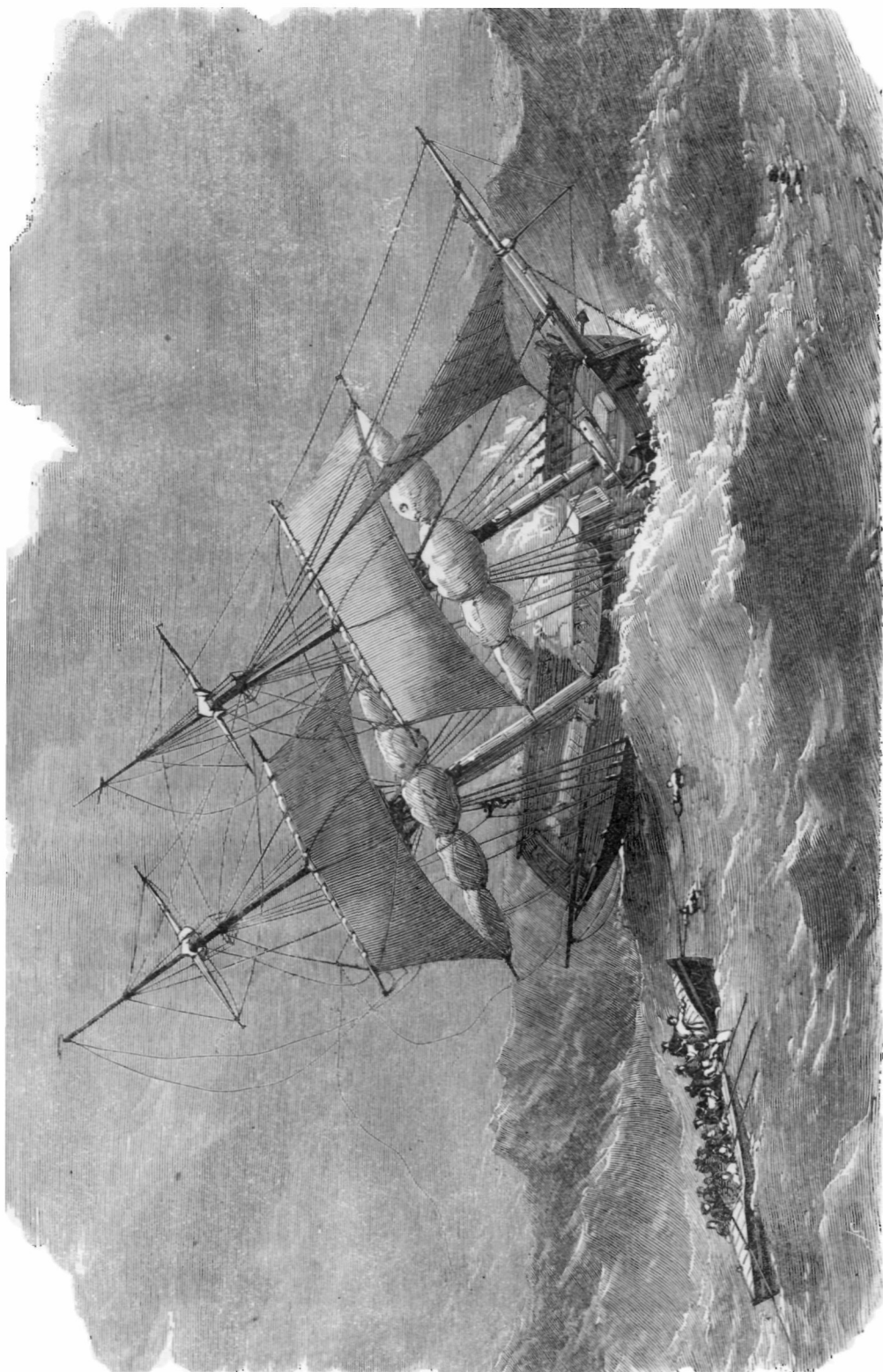
We have sailed two hundred miles round the Irish coast, and we have won the ocean-race by three minutes!

We have given this sketch to illustrate one of the aspects in which the sea presents itself to us—its most pleasant and delightful aspect, with just enough of peril to spice the enjoyment.

And now, leaving this joyous summer aspect of the sea, we have to suggest, by way of contrast, another sketch, depicting scenes through which our life-boatmen pass. It is a sad, short, painful story; but very eloquent with the eloquence of fact. The vessel it concerns was called the *Lovely Nelly*, of Seaham, to which we briefly referred in our last Number.

The present year came in on our English north-eastern coast in storm and fury. For the two last days of the dying year a tempest had been brewing; and on New-Year's Day, when we quiet city folks were exchanging "compliments of the season," many anxious eyes were turned to seaward, and many an anxious heart grew sick as the wind rose, and rose, and still rose. Many vessels, southward-bound, put about, and had to run as far as Leith Roads for shelter. Soon after daybreak, on the 1st

of January, the coast-guard men on the lookout at the Spanish Battery, Tynemouth, saw a vessel, deeply laden, with a flag of distress flying. She was struggling to get to the northward, but struggling in vain, and rapidly driving in upon the coast. The coast-guard men followed her along the shore with the rocket apparatus, and, as they went on, the people of the villages turned out to join them; so that, ere long, each headland had its anxious crowd, looking—pitying—trembling. It was a very sad sight to see. Some of the vessel's sails had been blown away, and she grew more and more unmanageable amid the terrible seas that broke around and over her. At length, abandoning the desperate effort to get to the northward, her crew, as the last chance of life, ran her for Whitley Sands, 5 miles north of Shields. She was so deeply laden, that she struck on a ridge of sunken rocks and was still three-quarters of a mile from the shore. It was impossible to reach her with rockets. Only one hope remained—the Life-boat! As fast as they could run through the snow, driving wind, and rain, life-boat men and fishermen made off for Cullercoats, where was stationed the Percy life-boat, belonging to the NATIONAL LIFE-BOAT INSTITUTION. Six horses were fastened to her carriage, and down they came at a gallop to the sands. She was speedily manned—by a gallant crew of Cullercoats men, and Mr. Byrne of the Coast-guard volunteering as bowman—pulled out as for their own lives; and not a moment too soon did they reach the ship, which was now broadside on to the sea, her crew in the rigging, and the waves breaking over her half-mast high. Cleverly and deftly was the life-boat laid alongside; the vessel was grappled, and the boat held to her by a strong rope. Instantly the crew made towards their deliverers; but even as they left the rigging, one man was much cut in the face and head, the mate had his shoulder dislocated, and three of them were swept into the sea. The life-boat was handled with a glorious skill; two of the crew were at once picked up, and as the third man went down to his death, a strong hand seized him, with a grasp of iron, by his hair, and



RESCUE OF THE CREW OF THE "LOVELY NELLY" OF SEAHAM, BY THE CULLERCOATS ("PERCY") LIFE-BOAT.

dragged him up to life. Two other men were got into the boat. Did any remain on board the ship? Yes: how overlooked, how so left to die, we know not—but the little cabin-boy remained. The boy's cry for help grew very pitiful: for some time he dared not venture out of the weather-rigging; at last he did so, and was seen in the lee shrouds: "he had got wounded in the head, and was covered with blood." One of the life-boat's crew has since said that every face round him grew white and sick, and tears came from eyes little used to shed them—"They clenched their teeth, and with their own lives in their hands," dashed in their boat to save him. The sea beat her back. They dashed in again, to be swept back once more. Again and again they tried: the poor boy, meanwhile, crying terribly in his great loneliness and despair. He was so young, and the coast was so near! But the vessel began to part, and the unstepped masts must fall, and would crush the life-boat if she stayed one minute longer in her then position. Then, sacrificing one life to save many, a brave man gave the order, in a hoarse broken voice, to "cut the rope." In an instant she was swept away under the vessel's stern—not a second too soon, for at once the mainmast fell, with an awful crush, on the very spot she had just left, and the vessel immediately broke up. The boy—"his face was covered with blood"—fell into the sea. Clenched in agony or clasped in prayer, his little hands were seen once—twice—lifted above the waves! the life-boat again rushed towards him, but the tempest swept away his poor boyish cry before the roar and tumult of the winds: he did not rise again. The life-boat was pulled back to the land.

Imagine, if you can, how every heart on shore beat fast and hot: how, running to the life-boat, dashing into the surf, the men would drag her ashore; imagine, if you can, how the saved would feel, and how the brave would sorrow for the lost! . . . and is not such work infinitely grand and noble? has it not somewhat special claims upon our aid?

This account is but one of many—very many—of life-boat services performed during

the past winter. The accompanying illustration of the wreck of the *Lovely Nelly*, and the rescue of her crew, is from a sketch by Mr. J. SCOTT, a talented marine artist of South Shields, from which a painting has since been made and presented to the Cullercoats fishermen's reading-room.

THE WRECK REGISTER AND CHART FOR 1860.

For the past nine years we have periodically called public attention to the Annual Official Register of Shipwrecks on the Coast and in the Seas of the United Kingdom, presented by the Board of Trade to Parliament. It is hardly possible to overrate the importance of this document, for it details, with great accuracy, an average annual loss of 800 lives, and the destruction of about 1,500,000*l.* of property yearly, from these lamentable disasters.

The past year will long be remembered for its stormy character, which penetrated far into the summer, for between the latter end of May and the beginning of June, upwards of 250 shipwrecks occurred.

As might have been expected from the continued succession of bad weather, the number of shipwrecks during the whole year was unusually large, giving a total loss of 1,379. Whilst, however, wrecks and strandings have increased, collisions have happily decreased, being 298 against 349 in 1859; but the whole number of casualties of all kinds in 1860 is 146 above the annual average for the past six years. On the other hand, it is satisfactory to find, that although the number of wrecks and strandings has been greater than usual, the loss of life has been considerably less, being 264 under the annual average of the past nine years. The total loss of life from the 1,379 shipwrecks during the year was 536, whilst 2,152 persons were fortunately saved by life-boats, the rocket and mortar apparatus, shore boats, and other means—a most gratifying and encouraging result, not only to the poor people themselves thus snatched from a premature death, but also to those who have toiled hard for many years past

in organizing and completing the means of saving life from shipwreck on our coasts.

With respect to the important services thus performed, there is a terrible sameness in their general character every year, though the details are ever new and ever interesting. It is the same story in one sense, but the several parts of which are infinitely varied. It is always a "brave ship" in distress, always the "winds and the seas roaring," always some "poor souls" who are in the direst extremity of danger. Happily, too, through the instrumentality of the National Life-boat Institution and other bodies, it is nearly always the same story on the humane side. The life-boat is always ready, and a brave crew is ever at hand to man her.

The great and unprecedented loss of life in 1859 was mainly attributable to the destruction of two or three large passenger-ships. It will be remembered that 870 lives were lost in two great calamitous disasters alone, viz.—the wrecks of the *Royal Charter*, on the Anglesey coast, and the *Pomona*, on the Blackwater Bank, on the Irish coast.

The *Register* furnishes, as usual, some curious facts relative to the class of ships that are inevitably wrecked when overtaken by a gale of wind. Of the 2,795 vessels wrecked on our coasts during the past two years, 1,504—or more than half—were colliers, and of that class; and 1,291 were timber-laden, passenger-ships, and vessels in ballast.

Of these our old friends the schooners hold as usual their pre-eminence for wrecking, 912 of them having during the same period gone to pieces. Next to the schooners come the brigs, 644 of which have in the same time met a similar fate. We find that of the 1,379 vessels wrecked last year, 554 were commanded by masters who were not required to have certificates of competency.

The annexed table shows that the classes of ships to which casualties most frequently occur are those between 50 and 300 tons burthen, which are usually employed in carrying coal, coke, ores, and stone.

				Vessels.
Vessels under 50 Tons	-	-	-	284
51 and under 100 "	-	-	-	393
101 " 300 "	-	-	-	557
301 " 600 "	-	-	-	105
601 " 900 "	-	-	-	25
901 " 1,200 "	-	-	-	9
1,200 and upwards	-	-	-	6
Total	-	-	-	1,379

The direction of the wind which proved most destructive to vessels wrecked on our coasts last year is also given. 111 vessels were wrecked during the prevalence of the wind from S.W.; 128 from W.N.W.; and 104 from N.W. 8 vessels were wrecked during absolutely *calm weather*; 151 in a fresh breeze; 168 in a whole gale; 101 in a storm; and 139 in a hurricane.

We find that 21 wrecks took place from not heaving the lead; 2 from intemperance; 35 from general negligence and want of caution; 39 foundered from unseaworthiness; and 5 from defective compasses.

Some curious facts are given in the *Register* regarding the ages of the ships. It appears that when they should be most vigorous, they are most feeble. Thus we find that, during the past three years, 377 vessels under 3 years old were wrecked; and 472 between the ages of 3 and 7 years; whilst 644 of them perished between the ages of 15 and 20.

The accompanying Wreck Chart shows clearly the site of each of the casualties, from shipwrecks on our coasts during the year 1860. Who can behold such a picture of the loss of hundreds of lives, without contributing, as far as his means will allow him, to the mitigation of so much human suffering!

The estimated loss of property last year, as reported by the officers of some of the ships at the time of the several casualties is given. It is, however, absolutely impossible to ascertain correctly the loss of property from all the disasters that annually occur on our coasts. The destruction of fishing-boats, such as was witnessed lately at Yarmouth and Filey, is not referred to in the *Register*.

We believe that this lamentable state of things, by which a great loss of life and an immense destruction of property take place



SUMMARY.

In 1860 the Number of Casualties on the coasts and in the
 sea of the United Kingdom was 1379.
 Of these 416 were total wrecks, 65 sunk by collision, making the
 number totally lost 541.
 Vessels stranded and seriously damaged, 605.
 by Collision, 233, total 338, making the whole number of
 Casualties 1379 & the Loss of Life as far as can be ascertained 536.

Mortar and Life Boats. Rocket Stations.		
There are 131	166	in England
20	26	Scotland.
22	41	Ireland.
173	233	

WRECK CHART OF THE BRITISH ISLES FOR 1860.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS

- Signifies Total Loss by Stranding or Foundering
- x Partial loss by Stranding, Dismasting or Leakage
- oo Sailing Vessels in Collision with Total Loss
- oo with partial Loss.
- o Collision of Sailing with Steam Vessels with Total Loss.
- o partial Loss.
- ++ Steam Vessels in Collision with partial Loss.
- ++ Ditto Total Loss.
- xx Represents a Life Boat.

Scale of Nautic Miles.



every year, cannot be remedied until all vessels are subjected to a rigid inspection before they put out to sea, in order that it may be accurately ascertained whether they are well found and provided with life-boats, and with such a proper and suitable equipment, as will enable them to combat successfully with the elements.

We cannot help laying great stress on this point, because the loss of life from shipwrecks on the *coasts* alone of the British Isles within the last eleven years is really frightful to contemplate: it amounted to 6,883.

The districts where this immense sacrifice of human life took place—inflicted, we fear, not solely by the visitation of God, but in a great degree through the obstinacy and perverseness of man—are as follows:—

	No.
Farn Islands to Flamborough Head - -	523
Flamborough Head to the North Foreland -	957
North Foreland to St. Catherine's Point -	465
St. Catherine's Point to Start Point - -	81
Start Point to the Land's End - - -	445
Land's End to Hartland Point, including Seilly - - - - -	330
Hartland Point to St. David's Head - -	440
St. David's Head and Carnsore Point to Lambay Island and Skerries, Anglesey -	879
Skerries and Lambay to Fair Head and Mull of Cantire - - - - -	1,453
Cape Wrath to Buchan Ness - - - -	197
Buchan Ness to Farn Islands - - - -	271
All other parts of the Coast - - - -	842
Total lives lost - - - -	6,883

Between the Farn Islands and the North Foreland there are sixty-two life-boat establishments, and as many life-saving rocket and mortar stations. Here every winter some of the most daring and persevering life-boat services are performed. The poor sufferers are often snatched from the very jaws of death; and, on the lowest calculation, to this large number of 1,480 persons who have perished in this district, one-third more would have swelled the death-roll had it not been for the services of the life-boats and the life-saving apparatus.

From the above account of the loss of life on the coasts it is seen that the most serious wrecks, resulting in the greatest loss of life, do not happen on the north-east coast of England as is generally supposed, but on those parts of our coasts most frequented by large foreign ships. A few

months ago a large American ship, *The Danube*, was coming up the Irish Channel. Mistaking her position, she found herself on some rocks in Cardigan Bay. A fearful storm was raging at the time. Her signals of distress were observed late in the evening. The Portmadoc life-boat, belonging to the NATIONAL LIFE-BOAT INSTITUTION, was immediately launched to the rescue of the crew, who had taken to their boats. After a night of great hardship and ceaseless toil, the life-boat brought on shore 17 poor creatures, who were more dead than alive. Similar services are constantly being rendered by the Institution's life-boats to foreign ships' crews, and frequently to those belonging to the United States of America.

During the past nine years the total number of all casualties on the coasts and in the seas of the British Isles are thus given:—in 1852, there were 1,115; in 1853, 832; in 1854, 987; in 1855, 1,141; in 1856, 1,153; in 1857, 1,143; in 1858, 1,170; in 1859, 1,416; and in 1860, 1,379: making a total of 10,336 vessels lost in nine years, or 1 lost in every 210 British ships, and 1 in every 232 foreign vessels, and giving an average annual loss of 1,148 vessels on the coasts and in the seas of the United Kingdom.

We regret to find that the sacrifice of life from this great multitude of shipwrecks amounted to 7,201, or an average of 800 lives that meet with a watery grave from shipwreck every year on the coasts and in the seas of the British Isles.

In our narrow seas it is only natural that a large number of collisions should constantly take place. The number of British and foreign vessels entering British ports, including repeated voyages, every year amounts to upwards of 204,945, representing a tonnage of 29,176,196. Vessels clearing outwards under the same circumstances every year number 209,402, having a tonnage burden of 29,530,906. We must, therefore, be prepared for a considerable number of collisions, although happily it is not increasing. During the past six years they have amounted to 1,788, giving an annual average of nearly 300. No calamity is

greater than that of a collision at sea during a dark, stormy night. It is often instantaneous in its destructive effects; and in less than ten minutes afterwards it frequently happens that not a vestige of one of the ships is to be seen, a large number of persons frequently sinking with her.

Having dwelt on the dark side of our picture so long, we must now briefly turn to the brighter and more encouraging side of it.

It appears that during the past five years the number of lives saved on the coast by life-boats, life-saving apparatus, shore and ships' boats, and other means, amounts to 11,495.

We cannot refrain here from giving a few examples of noble life-boat services:—

On the 10th of February last, in the fearful gale from the east which caused such destruction to shipping and terrible loss of life on our east coast, the brig *Providence*, of Shields, coal laden, was driven on the Long Scarr Rocks, between the mouth of the Tees and Hartlepool. The Seaton Carew life-boat, belonging to the NATIONAL LIFE-BOAT INSTITUTION, was quickly launched, and proceeding to her assistance through a high surf, took off her crew, eight in number, and landed them in safety. She had scarcely done so when she was again called to the aid of the brig *Mayflower*, of Newcastle, also coal laden, which had gone ashore on the East Gaze Sand, off the Tees mouth. The life-boat also took off her crew of eight men, and safely landed them. On the previous day this boat had, in conjunction with the West Hartlepool life-boat, endeavoured to save the crews of the brig *Alliance* of Guernsey, and schooner *Warnsbeck* of Shields, which were wrecked on the Long Scarr Rocks, but although every effort was made, they were unsuccessful, owing to the difficult position into which the vessels had driven on these dangerous rocks. As it was, the boat was herself injured and partially disabled thereby. "I wish you had been here on that disastrous Saturday and Sunday (9th and 10th February)," writes the Honorary Secretary, the Rev. J. LAWSON, of the Seaton Carew Branch of the NATIONAL LIFE-BOAT INSTITUTION, "I am sure you

would have been gratified to see the gallant way in which our crew worked, though composed, as you know, chiefly of landsmen. They were going from 9 A.M. on Saturday until 11 A.M. on Sunday, without rest, and not only attending to our own life-boat, but helping to man the West Hartlepool boat when short of hands."

Again, on the 1st January, 5 men were saved on the Doomed Bar Bank, Padstow, from the brigantine *Nugget*, of Bideford. From January 1st to the 6th, 32 men were saved by the Institution's boats, and one vessel was brought safely into harbour. But sometimes darkness is added to the perils which the life-boat men encounter in their exertions on the stormy deep. At Lyme Regis, for instance, the word was given during one of the winter nights that a vessel was in the offing in distress. It was "pitchy dark." A strong gale was blowing, and a heavy surf beating on the shore, but the life-boat men felt that duty called, and they did not hesitate. They went to sea as if it were to their fire-sides they were going; and they were successful in saving a ship's crew. The brief narrative of this adventure tells us that very few on shore believed the life-boat "would ever return," the night was so awful; "it was sufficient to appal any one entering the life-boat."

The payments to the crews of the life-boats are placed in the Annual Report of the Life-boat Institution, opposite the services thus rendered. For instance, the 16 men belonging to the brigs *Providence* and *Mayflower*, mentioned above, were saved for the sum of 25*l*. At Portmadoc, in a heavy gale with a terrific surf, 17 men were saved for 14*l*. This is about 17*s*. a head, and flesh and blood is certainly cheap at that rate. The Carnsore life-boat saved 19 persons, at a cost of 22*l*. 14*s*. Suppose the average expense of saving a man by means of the life-boat is a pound, this is the way to put it: before the public—will you give 20*s*. a year to save a fellow-creature from a horrible death? Perhaps you save more than one by that gift. You may save a family from an irreparable loss, you may restore a darling boy to his widowed mother, a father to his young and helpless children. Here is a

strong claim upon the national benevolence, and fortunately it is becoming day by day more openly acknowledged, just as the merits of the NATIONAL LIFE-BOAT INSTITUTION become more widely known.

Public and private gratitude calls for the support of this Institution, and some instances have been recorded which show how beautifully gratitude works, and how sweetly its work is repaid. The Carnsore life-boat, mentioned above as saving 19 people from shipwreck, was the "thank-offering" of a lady who was saved from drowning. One sees a striking appropriateness in that thank-offering, as an example of the ruling which brings good out of evil. There is another instance recorded of a similar character. Two ladies, in memory of a departed sister, place a life-boat at Llandudno, in North Wales, and call it the *Sisters' Memorial*. The memory of departed worth, or departed affection, could not be preserved in a more fitting manner. The memorial is all goodness and all mercy, and has as little of the taint of the world in it as anything else that could be mentioned. It is to keep these benevolences in active operation—to endow them for ever, as it were—that the Life-boat Institution appeals to the public. It is an appeal that will stand any test—a cause that all can assist in—and a cause that only requires to be known to insure a sufficiency of help to keep up its large life-saving fleet of 115 life-boats, and gradually to increase their number.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

Thursday, 4th April, 1861. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Elected the Members of the Sub-Committees for the ensuing year.

Read letter from FRANCIS LEAN, Esq., R.N., Secretary of the SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY, of the 22nd March, forwarding a contribution of 100*l.*, collected by the agents of that Society from its scamen-members and others, in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION.—*To be thanked.*

Also from Capt. S. GRANT, Secretary of the

ROYAL THAMES YACHT CLUB, and R. S. WILKINSON, Esq., Chairman of its Annual Ball, of the 9th and 20th March, forwarding additional liberal contributions, amounting to 30*l.*, in aid of the funds of the Society.—*To be thanked.*

Also from Mr. WILLIAM OVERINGTON, of Philadelphia, of the 26th Feb., forwarding 5*l.* in aid of the funds of the Chichester and Selsey Branch of the Institution.—*To be thanked.*

Also from Sir SAMUEL CUNARD, Bart., of the 26th March, transmitting a donation of 50*l.* in aid of the funds of the Institution, from the BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIP COMPANY.—*To be thanked.*

Also from Capt. MENDES, R.N., C.B., Deputy Controller-General of the Coast-guard, of the 12th March, stating that it would afford him much pleasure to assist in every way in his power to carry out the objects of the Institution.—*To be thanked.*

Also from Mr. JORDESON, of Eastcheap; Mr. JOHN FAWCETT, of Huddersfield; Mr. SAMUEL GRUNDY, of Radford; Mr. JOHN MCCLAY, of Maryport; and Mr. HUGH BUIE, of Greenock, calling attention to their respective plans for saving life from shipwreck.—*To be acknowledged.*

Also from DANIEL BARKER, Esq., of Horselydown, and WILLIAM WATKINS, Esq., of Lime-street Chambers, of the 7th and 20th March, stating that they would have much pleasure in allowing their steam-tugs to tow out the Walmer life-boat on occasions when her services would be required on the Goodwin Sands.—*To be thanked.*

Paid 740*l.* 0*s.* 6*d.* for sundry charges on various life-boat establishments.

Voted 13*l.* 7*s.* to pay the expenses of the Holyhead life-boat, belonging to the Institution, in putting off and rescuing 4 men from the schooner *Elizabeth*, of Bridgwater, which had driven close to the Cliperia Rocks, off Holyhead, during a strong gale of wind, on the 6th March last. On the following day the life-boat again went off with the ship's crew, who, assisted by some of the life-boat men, succeeded in bringing the vessel, which had held on during the night, into Holyhead Harbour.

Also 14*l.* to pay the charges on the life-boat of the Institution at Portmadoc, in putting off and saving 17 persons from the ship *Danube*, of Belfast, which was totally wrecked on St. Patrick's Causeway, during a gale of wind, on the 6th March last. 8 of the crew had succeeded in reaching the shore in one of the ship's boats; but one of them unfortunately lost his life in the surf whilst attempting to land.

Also 16*l.* 16*s.* to pay the expenses of the Boulmer life-boat belonging to the Institution, for going off and rescuing 4 out of 5 of the crew of the Hanoverian schooner *Hortensia*, which had struck on Boulmer North Steel Rocks, during stormy weather on the night of the 27th March last.

Also 65*l.* 1*s.* 6*d.* to pay the expenses of the life-boats of the Institution at Rhoscolyn, Yarmouth, Barmouth, Aberdovey, Arklow, Whitburn, Ayr, and Padstow, for going off to vessels which had shown signals of distress, but which, on the approach of the life-boats, had either got out of danger or declined their services. Some of the

crews of the before-mentioned life-boats had also assembled during stormy weather, so as to be ready for any emergency that might arise.

Voted the Silver Medal of the Institution to JOSEPH COX, who had been for many years past the coxswain of the Appledore life-boat of the Institution, in testimony of his long and gallant services in the life-boats on that station, in assisting to rescue shipwrecked crews.

Also the Institution's Silver Medal to Mr. HUGH COOPER, chief boatman in charge of the Dingle Bay coast-guard station, and 1*l.* each to 3 other men, for putting off in a coast-guard boat, and saving, at much risk of life, 2 men from the barque *Florence Graham*, of Liverpool, which, during a strong gale of wind, was wrecked on Inch Strand, Dingle Bay, on the 24th Jan. last.

Also 4*l.* 10*s.* to a boat's crew, for putting off and rescuing the crew of 7 men of the brig *Graces*, of Seaham, which, during a strong gale of wind, was wrecked in Robin Hood's Bay, on the night of the 9th Feb. last.

Also 9*l.* to the crews of two fishing-cobles for going off and rescuing, at considerable risk of life, the crew of 8 men of the brig *Juno*, of North Shields, which was also wrecked in Robin Hood's Bay at the same time as the brig *Graces*.

Also 6*l.* to a boat's crew of 6 men, for going off and rescuing, at much risk of life, 4 out of 5 of the crew of the brig *Sir Allan M'Nab*, of Maryport, which, during a gale of wind, was wrecked about three miles north of Courtown, on the Irish coast, on the 10th Feb. last. The salvors had also received 10*l.* from local subscriptions.

Thursday, 2nd May. His Grace the DUKE OF NORTHUMBERLAND, K.G., F.R.S., President of the Society, in the Chair.

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

Read and approved the Report of the Inspector of Life-boats, of his visit to Whitby, and of the trial of the new self-righting life-boat and transporting carriage just sent there by the Institution. He stated that everything in connection with the trial had passed off most satisfactorily.

Read letter from the Rev. H. J. HUBCHESSON, M.A., of the 4th April, transmitting a draft for 180*l.* to pay the cost of the Dungeness life-boat, which he wished to be called *The Providence*. He likewise forwarded an additional donation of 20*l.* in aid of the general funds of the Institution.—*To be thanked.*

Reported that a gentleman had called at the Institution to ascertain whether, in the event of his leaving the Society a legacy of 3,000*l.*, it would undertake to provide three 10-oared life-boats, thoroughly equipped, to place them respectively on stations in England, Scotland, and Ireland, to keep them permanently in a state of efficiency, and to permit each life-boat to bear his own name.

Resolved—That the legacy, on the above conditions, be accepted with thanks.

Reported, the transmission of the Irvine life-boat and carriage to their station, and that the Glasgow and South-Western Railway Company

had given the same a free conveyance on their line from Carlisle to their destination.—*To be thanked.*

Read letter from JOHN WOODALL, Esq., of Scarborough, of the 15th April, forwarding copies of resolutions which had been passed at a meeting of the Local Committee, held on that day, when it was unanimously decided to put the station in connection with this Institution.

Decided—That the Scarborough Life-boat establishment be brought into connection with the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and that a new life-boat and transporting-carriage be provided for the station.

Read letter from the AGENTS-GENERAL of the CROWN COLONIES of the 16th April, reporting that they were in communication with Messrs. FORESTT respecting the building of a 33-feet life-boat, thoroughly equipped, and a transporting carriage, for the Cape of Good Hope, and requesting the co-operation of the Institution in the construction of the same.

Decided—That their request be complied with.

Also from THOMAS SOPWITH, Esq., F.R.S., of the 10th April, forwarding, on behalf of himself, Captain WASHINGTON, R.N., F.R.S., and JAMES GLAISHER, Esq., F.R.S., three different models of Barometer Indicators.—*To be respectively thanked.*

Also from Mr. P. P. MASTERS, of St. Dunstan's, Canterbury, and Mr. JOHN TREHAIR, of Newlyn, Cornwall, forwarding their respective plans for communicating with stranded vessels.—*To be acknowledged.*

Paid 1,064*l.* 12*s.* 4*d.* for sundry charges on various life-boat establishments.

Voted 6*l.* 10*s.* to pay the expenses of the Middlesborough life-boat in putting off and rescuing 4 out of 5 of the crew of the schooner *Oregon*, of Stonehaven, which had sunk during stormy weather on the South Gaze Sand Bank, Tees Bay, on the 7th April last.

Also 22*l.* 5*s.* to pay the expenses of the Margate, Drogheda, and Arklow life-boats, for putting off with the view of rescuing the crews of various vessels which had shown signals of distress, but which did not afterwards require the assistance of the life-boats.

Also the Silver Medal of the Institution to Inspecting-Commander THOMAS GOSS, R.N., of the Queenstown Division of Coast-guard, and JOHN STARKE, chief boatman of the same service, together with 2*l.* to the latter; and also 2*l.* each to 8 other men, in acknowledgment of their gallant and persevering exertions in putting off in a coast-guard boat to some outlying rocks off Guilleen, on the Irish coast, and there rescuing, at great risk of life, by means of the rocket apparatus, 12 out of 13 of the crew of the Austrian brig *Uredan*, which, having missed Cork Harbour, had driven on shore near Guilleen, during a heavy gale of wind, on the 27th Jan. last. Capt. Goss, R.N., received in 1851 the Gold Medal of the Institution for his very distinguished services, in assisting to save, at great risk of life, during a heavy gale of wind, the crew of 28 men from the ship *Mountaineer*, from Quebec to Newport, which was wrecked off Dunmanus, on the coast of Cork, on the 15th Dec., 1850.

Also the Society's Silver Medal to Lieut. RICHARD PARSONS, of H. M.'s 35th Regt., and Lieut. WILLIAM HUTCHINSON, of the Royal Dublin City Militia, in testimony of their gallant exertions in rushing into the surf and attempting to rescue, at the peril of their lives, the master of the brigantine *Industry*, of Whitehaven, which was wrecked off Kingstown in a gale of wind, on the 9th Feb. last.

Thursday, 6th June. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Read and approved the Inspector's Report of the 30th May, of his visits to the life-boats of the Institution on the Sussex and Kentish coasts.

Reported the receipt of a legacy of 450*l.* to the Institution, from the Executors of the late Mrs. SHEDDEN WATSON, who had been for many years an annual subscriber of 10*l.* 10*s.* to the Society. She had requested that the amount of the legacy might be applied in building a life-boat to be called *The Brave Robert Shedden*, in memory of her late son, who was a Lieutenant in the Royal Navy, and who had been round the world in his own yacht.—*Approved.*

Read letter from ROBERT HITCHINS, jun., Esq., of Bristol, stating that he had collected an additional sum of 32*l.* 11*s.*, including his own annual subscription of 5*l.* 5*s.*, in that city, in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION.—*To be thanked.*

Also from Mr. JAMES DARLING, of Blyth, of the 4th May, forwarding, on behalf of the seamen of that port, an additional contribution of 6*l.* towards the objects of the Society.—*To be thanked.*

Also from the Rev. B. RING, Chaplain of H.M.S. *St. Jean d'Acre*, of the 6th March and 8th May, transmitting contributions amounting to 22*l.* 16*s.* 8*d.* in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION, from Capt. the Hon. C. J. ELLIOT, R.N., C.B.; Commander M'CREA, R.N.; the Ward Room, Gun Room, Engineer, and Warrant Officers, and the ship's company,—including Mr. RING's own annual subscription of 1*l.* to the Society.—*To be thanked.*

Reported that E. W. COOKE, Esq., A.R.A., had furnished the Institution with a sketch of the service of the Ramsgate life-boat, at the wreck of a Portuguese brig on the Goodwin Sands, as narrated by the Rev. J. GILMORE, M.A., and published in the last Number of the *Life-boat Journal*.—*To be thanked.*

Read letter from Mr. C. J. PERRY, of Melbourne, Victoria, forwarding a copy of his Treatise on Collisions at Sea and Shipwrecks, and on the use of the Patent Anti-Collision Dial and Shipwreck Preventer.—*To be thanked.*

Also from Capt. Lobo, of the Royal Navy of Spain, transmitting a copy of the second edition, published by the Government of that country, of his translation into Spanish of the pamphlets of this Institution on the Management of Boats in Heavy Surfs and Broken Water, the Restoration of the Apparently Drowned, and the Use and Management of Barometers.—*To be thanked.*

Paid 515*l.* 14*s.* 4*d.* for sundry charges on various life-boat establishments.

Voted 15*l.* 6*s.* 6*d.* to pay the expenses of the Arklow life-boat in putting off with the view of rendering assistance to two vessels which were in distress off Arklow, on the 29th April and 9th May, but which did not ultimately require the services of the life-boat.

Also the Silver Medal of the Institution to JOHN LARGE, Master Gunner, Royal Artillery, in testimony of his gallant exertions in wading into the surf at the peril of his life, and assisting to rescue 3 of the crew of the brigantine *Harmony*, of Waterford, which was wrecked during a gale of wind, in Freshwater West Bay, Milford Haven, on the 19th Feb. last.

Also the Institution's Silver Medal to Lieut. HUGH M'NEILL DYER, R.N., and Mr. GEORGE FARRIN, Master Gunner, of H.M.S. *Ajax*, in testimony of their gallant exertions in rushing into the surf and attempting to save, at the peril of their lives, the crew of the brig *Neptune*, which, during a heavy gale of wind, was wrecked off Kingstown on the 9th Feb. last.

Also 2*l.* to a fisherman named CHARLES GILBERT, for rescuing, at the risk of his life and at some danger to his boat, 4 men whose boat had sunk off Sutton Bridge, on the Lincolnshire coast, on the 26th April last.

Also 12*l.* to a boat's crew of 12 men for putting off from one of the Blasquet Islands, on the west coast of Kerry, and rescuing, at some risk of life, 15 persons from a boat belonging to the ship *Mid-dlesex*, of New York, which had been abandoned in the Atlantic in a sinking state, on the 12th March last; 45 persons were left on board the vessel, and were supposed to have gone down with her.

Thursday, 4th July, 1861.—THOMAS BARING, Esq., M.P., F.R.S., Chairman of the Institution, presiding.

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

Read and approved the Inspector's Report on his recent visit to the Selsey, Guernsey, and Isle of Wight life-boat stations, and to Jersey.

Read letter from Captain MENDS, R.N., C.B., Deputy Controller-General of the Coast-guard, of the 17th of June, forwarding a communication from JAMES KEARNEY WHITE, Esq., Inspecting Chief Officer of the West Cove Coast-guard Division, and a draft for 16*l.* 14*s.* 6*d.*, being 7*l.* 10*s.* in annual subscriptions, and 9*l.* 4*s.* 6*d.* in donations, collected by Mr. WHITE, in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION.—*To be thanked.*

Also from Messrs. MOLISON and Co., of Dundee, of the 5th June, transmitting 14*l.* in donations, and 8*l.* in annual subscriptions, collected by them in that city for the Society.—*To be thanked.*

Also from E. POWER, Esq., Treasurer of the Tramore Branch, of the 18th June, stating that he had collected 39*l.* 17*s.* in aid of the funds of the Institution, a draft for which he forwarded.—*To be thanked.*

Reported the receipt of the legacy of 100*l.*, free

of legacy duty, of the late T. F. HEMINGTON, Esq., of Uplyme, Devon, to the Lyme Regis Branch of the Society.

Also that a lecture had been delivered at Ackworth, near Pontefract, on the objects of the NATIONAL LIFE-BOAT INSTITUTION, on the 20th June, under the joint superintendence of Messrs. T. PUMPHREY, JOHN NEWBY, and W. WILKIE, and that the proceeds had realized 10*l.* 11*s.* 6*d.*—*To be thanked.*

Read letter from Mr. W. B. BYNG, Manager at the works of Messrs. RANSOMES and SIMS, of Ipswich, of the 23rd June, stating that he was arranging with the Ministers of all denominations in Ipswich to preach sermons on a given Sunday in November, in aid of the funds of the Institution, when he hoped that a sufficient sum would be raised to defray the cost of a life-boat to be called *The Ipswich*.—*To be thanked.*

Read letter from Messrs. FORRESTER, of the 11th June, stating that they had received an order to build two twelve-oared and five ten-oared life-boats, on the plan of the NATIONAL LIFE-BOAT INSTITUTION, for the Spanish Government.—*To be acknowledged.*

Reported the transmission of the Campbeltown life-boat, transporting-carriage, and stores, to their Station on the 21st June, and their safe arrival on the 24th June. Lady MURRAY had paid the whole cost, amounting to 43*l.*, of the life-boat establishment, in memory of her late husband, Lord Murray, of the Court of Session.

Decided—That the special thanks of the Institution be presented to Lady MURRAY in acknowledgement of her munificence.

Also that the Selsey life-boat, carriage, and stores, had been forwarded to Chichester on the 5th June, and had safely arrived there on the following day. A public trial of the life-boat took place there on the 7th June, and on the following day at Selsey, under the superintendence of the Inspector of the Institution. The cost (150*l.*) of this boat had been generously presented to the Institution by some members of the Society of Friends, who had also contributed 30*l.* in annual subscriptions towards its future support. The contributions had been collected by H. B. WILKINSON, Esq., of Stoke Newington, and JOSEPH BECK, Esq., of Coleman Street.—*To be thanked.*

Read letter from PHILIP DE ST. CROIX, Esq., of Jersey, of the 28th June, requesting that a life-boat and transporting-carriage might be ordered through the Society for the States of Jersey.

Ordered—A life-boat and carriage to be built accordingly.

Also from HENRY TUPPER, Esq., of Guernsey, of the 31st May, forwarding, on behalf of the Guernsey Life-boat Committee, a series of Resolutions which had been passed at a Public Meeting held there on the previous day, requesting the ROYAL NATIONAL LIFE-BOAT INSTITUTION to receive the station as one of its branches.

Decided—To take the establishment into connection with the Institution; and ordered a transporting-carriage and boat-house to be built for the life-boat.

Also from Mr. Samuel CAVAN, of Kirkcud-

bright, of the 24th May, stating that an English gentleman had generously presented to that Port a sufficient sum to defray the cost of a life-boat and transporting-carriage, and requesting this Society to take the station into connection with it.

Decided—To take the station into connection with the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and ordered a life-boat, and transporting-carriage to be built.

Paid 726*l.* 7*s.* 6*d.* for sundry charges on various life-boat establishments.

Voted 28*l.* 12*s.* to pay the expenses of the New Quay (Cornwall), Arklow, Tyrella, and Carmarthen Bay life-boats, for either putting off or assembling their crews with the view of rendering assistance to vessels which were in distress, but which did not ultimately require the services of the life-boats.

Also 2*l.* to 2 fishermen for rescuing, at some risk of life, 3 young men who had been capized from their boat during a gale of wind off Carrickfergus on the night of the 5th June last.

Also the Silver Medal of the Institution to HENRY PUXLEY, Esq., of Dunboy Castle, Berehaven, Ireland, in testimony of his gallant exertions in swimming off, and afterwards rescuing, at the peril of his life, by means of a small boat, 4 men who had been capized from their boat, during blowing weather off Dunboy Castle, on the 7th June last.

SERVICES OF LIFE-BOATS.

APPLEDORE, BIDEFORD.—On the 9th October, 1860, the schooner *Druid*, of Aberystwith, was driven ashore on Bideford bar. The Appledore life-boat, belonging to the NATIONAL LIFE-BOAT INSTITUTION, was quickly launched through a high surf, and proceeded to her, taking off her crew of 3 persons, and landing them in safety. The schooner shortly after became a total wreck.

FLEETWOOD.—On the 20th October, the barque *Vermont*, of Halifax, parted from her anchors and ran ashore, in a heavy gale from W.N.W., on Burnett's wharf shoal, near Fleetwood. The Institution's life-boat, stationed at that place, was immediately launched and proceeded to her, in tow of the steamer *Adjutant*. Captain WASEY, R.N., Inspecting Commander of Coast-guard, as usual, going off in her. On nearing the bank the tow-rope was let go, and the life-boat succeeded in getting alongside and in rescuing the crew of 15 persons and a pilot, all of whom she landed in safety. For this service Captain WASEY received the third-service-

clasp to the silver medal, which had for previous services in the same boat been awarded to him by the Institution.

FILEY.—On the 10th November, the brig *Flying Fish*, of Whitby, ran ashore, in a sinking state, in a heavy E.S.E. gale, near Filey. The life-boat of the Institution stationed there was, as soon as possible, launched through a high surf, and proceeded to her, taking off her crew of 5 men, and conveying them in safety to the shore. The brig afterwards became a total wreck.

On the 30th December, the services of this life-boat were again called into requisition, the brig *Gloucester*, of Shields, having run ashore in a S.E. gale and a heavy sea. The life-boat was speedily launched, and took off her crew, 7 in number, landing them safely. The brig shortly after became a total wreck.

This valuable life-boat has been the means of saving a large number of persons, scarcely a winter passing without her rescuing the crews of one or more vessels.

GREAT YARMOUTH.—On the 18th November, the schooner *Admiral Hood* ran ashore on Yarmouth beach; a line was thrown over her by the Coast-guard, by means of the rocket apparatus, and the life-boat of the Institution was hauled off to her, when the crew, 5 in number, were taken off and safely landed at Yarmouth.

NEWBIGGIN.—On the 23rd November, the schooner *Rose*, of Lynn, was stranded off Linemouth, 2 miles north of Newbiggin, on the Northumberland coast. The Institution's life-boat stationed at Newbiggin was conveyed to the spot on her carriage, but getting into a quicksand at the river's mouth, and the beach being very soft, it was not without very great and prolonged exertion that she could be got afloat. The coxswain, PHILIP JEFFERSON, who had previously received the medal of the Institution for his gallant services, was not however the man to be daunted on such an occasion, and with the aid of a large number of men and horses, and by great personal exertions, he succeeded in getting his noble little craft into her own element, when, through a high surf, she speedily reached the wrecked vessel,

and taking on board her crew of 3 men, conveyed them in safety to the shore.

MIDDLESBOROUGH.—On the 2nd December, the brig *Prodroma*, of Stockton, was driven ashore on the North Gare Sand, near the entrance of the river Tees. On the intelligence being conveyed to Middlesborough, the Institution's life-boat stationed there was towed down the river by a steam-tug, and on arrival near the wreck, proceeded to her under oars, and took off her crew of 7 persons. The brig eventually became a total wreck.

On the 7th April, the schooner *Oregon*, of Stonehaven, ran ashore on the South Gare Sand. The Middlesborough life-boat was towed again to the river's mouth, whence she proceeded to the sunken vessel and rescued her crew, 4 in number.

SEATON-CAREW.—On the 16th December, the brig *Eliza*, of Middlesborough, was driven on the bar at the Tees' mouth. The Institution's life-boat at Seaton-Carew was soon launched, and proceeded through a high sea to the aid of her crew, 7 in number, all of whom she took off and landed in safety.

ROSSLARE, WEXFORD.—On the night of the 20th December, the Danish brigantine *Freia*, got on shore on the Dogger Bank, near the entrance of Wexford harbour. On her perilous condition being seen at daylight, a boat managed to get to her from the shore with a pilot; and attempts were made to float her off, after throwing out cargo and otherwise lightening her. The wind and sea increasing, the boat had to return to shore. The position of those on board who would not then leave her, soon after became perilous, when the Rosslare life-boat was towed out by a steam-tug, and boarded the vessel through a considerable surf, taking off her crew of 6 men, and conveying them to the tug, which carried them safely to Wexford.

For all the above services, the crews of the life-boats have been liberally paid by the NATIONAL LIFE-BOAT INSTITUTION, in conformity with its established rules and scale of remuneration.

[We are compelled, from want of space, to postpone our additional reports of the services of the Life-boats of the Institution during the present year.]

Royal National Life-Boat Institution

For the Preservation of Life from Shipwreck.

(Incorporated by Royal Charter.)

Patroness—HER MOST GRACIOUS MAJESTY THE QUEEN.

President—VICE-ADMIRAL HIS GRACE THE DUKE OF NORTHUMBRELAND, K.G., F.R.S.

Chairman—THOMAS BARING, ESQ., M.P., F.R.S., V.P., Chairman of Lloyd's.

Deputy-Chairman—THOMAS CHAPMAN, ESQ., F.R.S., V.P., Chairman of Lloyd's Registry of British and Foreign Shipping Society.

Secretary—RICHARD LEWIS, ESQ.

Inspector of Life-Boats—CAPT. J. R. WARD, R.N.

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that, during the past year, the INSTITUTION has incurred expenses amounting to 6258*l.* 1*s.* on the following Life-boat Stations:—

ENGLAND.

NEWBIGGIN, Northumberland.
SALTSBURN, Yorkshire.
FILEY, "
CAISTOR, Norfolk.
ALDBOROUGH, Suffolk.
MARGATE, Kent.
WALMER, "
SELSEY, West Sussex.
GRANGE, Isle of Wight.
BROOKS, "

PENZANCE, Cornwall.
ST. IVES, "
NEWQUAY, "
PENARTH, Glamorganshire.
LLANDDWYN, Anglesey.
LLANDUDNO, Carnarvonshire.
SOUTHPORT, Lancashire.
LYTHAM, "
SILLOTH, Cumberland.

SCOTLAND.

AYR, Ayrshire.

IRVINE, Ayrshire.
KANTRE, Argyleshire.
BUCKIE, Banffshire.
BANFF, "
ST. ANDREW'S, Fifeshire.
NORTH BERWICK, Haddingtonshire.

IRELAND.

PORTRUSS, Antrim.
TYRELLA, Dundrum Bay.

The Institution has also expended on the repairs, stores, alterations, and inspection of its numerous Life-boats, Boat-houses, and Transporting-carriages, 3,632*l.* 19*s.*; and 1,550*l.* for exercising the Crews of its Life-boats—making altogether a total of 11,441*l.*

During the past year the LIFE-BOATS of the Institution have been instrumental in rescuing the Crews of the following wrecked Vessels:—

Schooner <i>Ann Mitchell</i> , of Montrose	1	Brigantine <i>Nancy</i> , of Teignmouth.	9	Steam Dredge, at Newhaven.....	9
Schooner <i>Jane Roper</i> , of Ulverstone	6	Smack <i>Wonder</i> , of Teignmouth...	2	Schooner <i>Admiral Hood</i> , of Rochester	6
Brig <i>Pallas</i> , of Shields.....	3	Brig <i>Scotia</i> , of Sunderland.....	6	Schooner <i>Susan and Isabella</i> , of	
Ship <i>Ann Mitchell</i> , of Glasgow....	9	Sloop <i>Three Brothers</i> , of Goolie...	5	Dundee.....	5
Smack <i>John Bull</i> , of Yarmouth....	5	Sloop <i>Charlotte</i> , of Woodbridge...	5	Schooner <i>Rose</i> , of Lynn.....	3
Schooner <i>Catherine</i> , of Newry....	4	Brig <i>Ann</i> , of Blyth.....	3	Brig <i>Prodruma</i> , of Stockton.....	11
Barque <i>Niagara</i> , of Shields.....	11	Sloop <i>Hope</i> , of Dublin.....	3	Brig <i>Eliza</i> , of Middlesborough...	7
A Barge of Teignmouth.....	2	Schooner <i>Druid</i> , of Aberystwyth...	5	Brigantine <i>Freia</i> , of Königsberg...	6
Brig <i>George and James</i> , of London	8	Barque <i>Vermont</i> , of Halifax, U.S..	16	Brigantine <i>Diana</i> , of Fredrikshamn	7
Brig <i>Zephyr</i> , of Whithy.....	6	Schooner <i>William Keith</i> , of Car-		Brig <i>Gloucester</i> , of South Shields..	7
Coble <i>Honour</i> , of Callercrofts.....	3	narvon.....	2		
Schooner <i>Elisa</i> , of North Shields..	7	Brig <i>Flying Fish</i> , of Whithy.....	5		
Barque <i>Oberon</i> , of Liverpool.....	15	Smack <i>Elizabeth Ann</i> , of Lyme Regis	3		
				Total.....	210

For these and other Life-boat services the Institution has voted 908*l.* 8*s.* 4*d.* as rewards. It has also granted rewards amounting to 203*l.* 4*s.* for saving 245 shipwrecked persons, by shore-boats and other means, making a total of 455 persons saved from a watery grave on the Coasts of the United Kingdom.

During the present year (1861), the Life-boats of the Institution have also been instrumental in rescuing the Crews of the following Vessels:—

Brig <i>Lovely Nelly</i> , of Seaham.....	6	Brig <i>Providence</i> , of Shields.....	8	Spanish Barque <i>Primera de Torre-</i>	
Brigantine <i>Nugget</i> , of Bideford....	5	Brig <i>Mayflower</i> , of Newcastle.....	8	viega—Saved vessel and 1 of the	
Schooner <i>Prospect</i> , of Berwick....	6	Schooner <i>Village Maid</i> , of Fleetwood	4	crew.....	1
Sloop <i>Thomas and Jane</i> , of St. Ives	3	Barque <i>Guyana</i> , of Glasgow.....	19	Schooner <i>Hurrell</i> , of Penzance—	
A Fishing-boat of Whitburn.....	4	Brig <i>Roman Empress</i> , of Shields...	10	Saved vessel and crew.....	4
Brig <i>Arethusa</i> , of Blyth.....	8	Brig <i>San Spiridione</i> , of Galaxide... 2		Brig <i>Anne</i> , of Plymouth—Saved	
Schooner <i>Dewi Wyn</i> , of Portmadoc	8	Schooner <i>Voador du Vouga</i> , of Vianna	8	vessel and crew.....	8
Flat <i>Cymraes</i> , of Beaumaris.....	2	French Brig <i>La Jeune Marie Therese</i>	6	Schooner <i>Betsy</i> , of Peterhead—	
Schooner <i>William</i> , of Morecambe... 5		Barque <i>Perseverance</i> , of Scarborough	5	Saved vessel and crew.....	6
Smack <i>Gipsy</i> , of Newry.....	4	Schooner <i>Elizabeth</i> , of Bridgewater	4		
Schooner <i>Margaret Anne</i> , of Preston	4	Ship <i>Damube</i> , of Belfast.....	17		
Brig <i>New Draper</i> , of Whitehaven... 8		Schooner <i>Hortensia</i> , of Hanover... 4			
Schooner <i>William</i> , of Liverpool.... 5		Schooner <i>Oregon</i> , of Stonehaven... 4			
Lugger <i>Nimrod</i> , of Castletown.... 3		Brig <i>St. Michael</i> , of Marans..... 8			
				Total.....	197

The public cannot but sympathise with the vigorous efforts now being made by this Institution, to save the lives of Shipwrecked Crews. Their help was never more needed than at the present time, when, through the extraordinary exertions the Society has made within the past few years, it has now *One Hundred and Fifteen Life-boats* under its management, for the maintenance of which, in a state of thorough efficiency, a large permanent *annual income* is absolutely needed, if its humane mission is to be perpetuated.

Donations and *Annual Subscriptions* will be thankfully received by the Bankers of the Institution, Messrs. WILLIS, PERCIVAL and Co., 76 Lombard Street; Messrs. COUTTS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street, London; by all the Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Office of the Institution, 14 JOHN STREET, ADELPHI, London,—W.C.

Payments may be made by Cheques or by Post-office Orders (crossed), to Messrs. WILLIS, PERCIVAL, and Co., or to the Secretary.