

THE LIFE - BOAT,

OR

JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

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THE DESTRUCTION OF THE SCARBOROUGH LIFE-BOAT.

IN the columns of each number of this Journal we have had the pleasure to record numerous instances of our life-boats' services to shipwrecked crews. When it is remembered under what difficult and dangerous circumstances those services are often performed, we may well think it matter for congratulation and thankfulness that we have so rarely to narrate the occurrence of disaster to the life-boats themselves and their daring crews. In the nature of things, however, such must occasionally happen, however valuable may be the properties of the boats, and however skilful their management.

Such a disaster we have now to record, being no less than the destruction of a valuable life-boat and the death of two of her crew.

The life-boat to which we allude was stationed at Scarborough; she was a new boat, having been sent there by the NATIONAL LIFE-BOAT INSTITUTION so late as the 26th September, 1861, and this was her first attempted service. She had been presented to the Institution by a philanthropic gentleman of London, and was one of the self-righting life-boats adopted by that Society. She was publicly exhibited, launched, and submitted to sundry tests in the presence of a large concourse of spectators, on the 28th of September last. It was little then thought how short was to be her career.

On the 2nd of November following, the fearful storm arose which caused so much

loss of life and destruction of property on our shores. The catastrophe which forms the subject of this notice is thus narrated in the local papers:—

“ At four p.m. on the 2nd Nov., the schooner *Coupland*, laden with granite, from Aberdeen, attempted to enter the harbour of Scarborough, but being taken aback on rounding the pier, her sails were disabled, and she rapidly drifted, and ultimately struck on the sand opposite the Spa, not thirty yards from the sea-wall of the promenade. In her passage between the pier and the Spa she was carried along amid foaming billows that chased each other like so many huge cataracts until she struck. In the meantime the life-boat was manned and sent out to the relief of the schooner's crew, whose danger, however, was not now so imminent. The sea broke upon the sea-wall of the Spa with such terrific violence that the stones of the parapet were dislodged, and the rebound of the waves caused such a sea as no small craft but the life-boat could have borne. Arrived at this point, where they were watched and even spoken to by the people on the Spa, amongst whom the most painful and agonizing excitement prevailed, the crew of the life-boat appeared terror-stricken by their awful position. Suddenly a fearful lurch of the boat pitched out the veteran boatman, THOMAS CLAYBURN, the leading man in the boat, and one of great experience and good judgment. He was quickly washed up to the Spa wall, and was saved by a life-buoy. Again the boat was dashed up to the wall. Her position was awful in the extreme. She was actually touched by a gentleman on the promenade; and down again she was precipitated into the foaming billows, her destruction and the loss of her unfortunate crew being apparently inevitable. JAMES BANKS, THOMAS BREWSTER, and ISAAC MORLEY, were now thrown out by the violence of the tossing to which the boat was subjected. BANKS, after a fearful struggle in the water, was rescued by the same means that had saved CLAYBURN a few minutes previously. MORLEY was drawn into the boat by JOHN BURTON, who, as the sequel will show, perished in the subsequent attempt to land. The oars of some of the crew were now dashed out of their hands, and

they were at once rendered powerless. The boat was washed heavily up against the wall, and nothing but her great strength and excellent qualities preserved her from being instantly dashed to pieces. Ropes were then thrown from her to the promenade, and she was drawn through the surf to a landing-place at the southern end of the wall. Having touched the ground, the men jumped out of the boat before the water had receded, and, seeing the danger they were in, a rush down the incline was made by a great number of men to assist them. It was at this juncture that the dreadful spectacle of the destruction of human life was witnessed. In the momentary confusion that ensued, another run of the sea came, and nearly all the party were thrown from their feet, and were now scrambling to save their lives. Many succeeded in getting up, but another wave washed off those who were yet below. Two or three times were they carried out and back again. Among these, Lord CHARLES BEAUCLERK was prominent. His Lordship and several others equally noble in heart had rushed to the rescue of their fellow-men, who were in such imminent peril. A huge wave was seen to lift the boat with fearful force against the wall, and, on her release, it was found that a man, supposed to have been THOMAS BREWSTER, one of the crew, having been between the boat and the wall, was killed by the collision. He instantly fell forward as one dead, and was washed out to sea. Lord CHARLES BEAUCLERK was similarly treated, though he was not killed on the spot. He was washed to the foot of the cliff, where Mr. SARONY, the photographic artist, seeing his Lordship's great peril, ran down the incline to his assistance. Mr. SARONY succeeded, single-handed, in fastening a rope round his Lordship's body, when Mr. RUTTER, superintendent of the engineering department at the Scarborough railway station, also went to his aid. He was drawn up the incline, the life just ebbing out of him. Two or three others were seen under the boat when she lifted with the waves. One of these was Mr. WILLIAM TINDALL, son of the late JOHN TINDALL, Esq., banker of this place. This young gentleman was one of the first in the death-scene, and he fell a victim to his philanthropic exertions. The crew of the stranded vessel were saved by the rocket apparatus.

"The life-boat, having broken away, drifted on the rocks under the cliff, a little to the southward of the Spa, where she was stove in, and rendered unfit for future use. This was her first experience, and a sad one it proved. It was only on the 28th of September last that she was placed here by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and was launched amid the prayers and good wishes of the inhabitants and visitors assembled on the occasion. Her conduct on Saturday justified every good opinion that had been expressed on her qualities as a life-boat. She was the admiration of every spectator and the seafaring men of the place—seeing her endurance of the terrific test to which she was subjected, when beating backwards and forwards, tossed up in every direction, and dashed up against the wall—have

espoused the idea that she could not have been overturned. In all her upheavings she maintained an even keel, and her exceeding great strength enabled her to stand the immense trial to which she was put. The thumping she afterwards received on the rocks after the men had left her proved at last too much, and she was there disabled.

"On the intelligence of this sad disaster being conveyed to the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION in London, a new boat, kept in readiness for any such emergency, was at once ordered to be transmitted to Scarborough, to replace the wrecked boat. She arrived there on Saturday, the 9th of November, and was taken out on her first trial on the following Monday, so that in one week from the time of the accident, the life-boat establishment was again in a state of efficiency and readiness for service. The cost of the new boat, amounting to 212*l.*, was presented to the Institution by Mrs. COCKROFT, a Scarborough lady.

"The Institution made double the usual payment to the survivors of the life-boat's crew, and gave 25*l.* to the fund raised locally for the relief of the widows and orphans of the men who were lost. The generous donor of the wrecked boat presented a similar amount in aid of that fund, and 10*l.* to be divided amongst the life-boat's crew and others who specially exerted themselves on the occasion. The Society also presented a memorial silver medal to the families of the late Lord C. BEAUCLERK, Mr. TINDALL, and Mr. J. ILES as a permanent mark of its sympathy for them. The silver medal of the Institution was also given to Mr. SARONY, Mr. RUTTER, and Mr. M. HICK, and the thanks of the Institution, inscribed on vellum, to Mr. SAMUEL RAWLING, Mr. MATTHEW BYFIELD, and to Mr. WILLIAM BLAND."

Painful as is the reflection that so good a work should have been thus marred, and that such devoted efforts for the good of others should have proved thus fatal to the doers of them, yet is it satisfactory to know that no blame whatever is attached to the boat—that her behaviour is reported to have been admirable, and that therefore the confidence of those who are provided with similar boats should be increased rather than diminished on their learning the particulars of this disaster. It is also, we think, matter for congratulation, when the fearful character of the accident is considered, that no greater number of lives were sacrificed. Indeed, had not one of the crew who perished neglected to put on his life-belt, in conformity with the rules of the Institution, in all probability one only of them, who was crushed by the boat, would have been lost.

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

LOSSIEMOUTH.—On the 1st January, 1861, the sloop *Thomas and Jane*, of Dundee, carried away her main boom, and having nearly four feet of water in her hold, and the master and crew being quite exhausted, hoisted a signal of distress, which was seen from Lossiemouth, and the life-boat stationed there was at once launched and proceeded to her aid. On boarding her the master gave up charge to the coxswain of the life-boat, who succeeded in running the sloop safely into the small harbour of Burghead, a few miles to the west of Lossiemouth.

WHITBURN, DURHAM.—On the 5th January, the Whitburn fishing-boats were caught in a gale, and had to leave their lines and run for the shore, which, with some difficulty, all of them but one succeeded in reaching. The crew of that boat had become utterly exhausted, and were drifting fast towards the rocks, where they must all have perished, when the life-boat proceeded to their aid through a high surf, and brought them in safety to the shore.

CARDIGAN.—On the 21st January the schooner *Dewi Wyn*, stranded on Cardigan bar during a heavy ground-swell, the sea breaking completely over her. The Cardigan life-boat, was thereupon launched, and succeeded in taking off the crew of 8 men, and in landing them safely.

RHYL.—On the 9th February, the schooner *William* of Liverpool ran ashore, during a heavy gale, a mile and a half west of Rhyl. The tubular life-boat, stationed at Rhyl, was launched as soon as practicable, and proceeded to the aid of her crew, who were seen lashed to the rigging, together with the master's wife. Letting go the anchor of the boat to windward, and veering down to the wreck, the whole of the sufferers were taken aboard in an exhausted state, through a high surf which was breaking over them, and were landed in safety.

ARKLOW, COUNTY WICKLOW.—On the 9th February, the schooner *William*, of

Morecambe, was driven ashore in a terrific gale, near Arklow. The life-boat at that place was launched, and with great difficulty, owing to the force of the wind, succeeded in rescuing the schooner's crew of 5 men, and landed them in safety.

REDCAR, YORKSHIRE.—On the 9th February, the brig *Roman Empress* was driven ashore near Redcar, in a very heavy gale and high surf. The Redcar life-boat was launched and proceeded to her aid, taking off her crew of 10 persons, and landing them in safety.

WICKLOW.—On the 9th February, the brig *New Draper*, of Whitehaven, lost her sails in a heavy gale, and was driven ashore near Wicklow harbour. The life-boat stationed there was quickly launched, and succeeded in taking off her crew, 8 in number, and landed them in safety at Wicklow. The Inspecting Commander of Coast-guard, Captain BALFOUR, R.N., went off in the life-boat.

PENMON, ANGLESEY.—On the 10th February, at daylight, a vessel was observed to have sunk on the Dutchman's Bank, and the crew to be clinging to the rigging. The Penmon life-boat was accordingly launched through a high surf, and proceeded to their aid. The vessel proved to be the schooner *Village Maid*, of Fleetwood, and her crew of 4 men had been upwards of 12 hours in the rigging. They were speedily got into the life-boat, and conveyed safely to the shore.

HOLYHEAD.—On the night of the 6th March, lights were observed from Holyhead, in the neighbourhood of the Clipera Rocks. The life-boat stationed at Holyhead was accordingly launched, and proceeded to the spot in the face of a heavy gale. They found the vessel to be the schooner *Elizabeth*, of Bridgewater; she had driven close to the rocks and was in a most dangerous position. The life-boat accordingly took off her crew, 4 in number, and conveyed them to Holyhead. The schooner was subsequently got off.

On the 14th September, the brig *Anne*, of Plymouth, and the schooner *Betsey*, of

Peterhead, during a heavy gale from the S.W., were compelled to anchor in an unsafe position near Holyhead; on the 15th, the wind shifting, they dragged their anchors and drifted close to the rocks. Their position being one of great danger, the Holyhead life-boat proceeded through a heavy sea, and took off both their crews, 14 in all, and landed them at Holyhead. Both vessels were subsequently got into the harbour.

PORTMADOC, WALES.—On the evening of the 6th March, a ship was seen to be aground on St. Patrick's Causeway, 10 miles from Criccieth, where the life-boat is stationed. At 9 p.m. the life-boat proceeded to her aid, under oars, against a heavy westerly gale and high sea: after some hours' exertion the attempt had to be given up, owing to the violence of the storm, and the boat returned to Criccieth on the following morning. The wind and sea having somewhat abated, the life-boat again put off, and this time succeeded in reaching the ship, taking off 17 of her crew, and landing them in safety. Eight of her crew had contrived to land safely in one of their own boats, but one was drowned in the attempt. The ship proved to be the *Danube* of Belfast, laden with cotton from New Orleans, and bound to Liverpool.

MIDDLESBOROUGH, YORKSHIRE.—On the 7th April, the schooner *Oregon*, of Stonehaven, on entering the river Tees, ran ashore on the South Gare Sand, at the entrance of the river, where, striking heavily, she filled and sank. Some steam-tugs attempted to approach her; but being unable to do so, one of them proceeded to Middlesborough and fetched the life-boat, which was then rowed to the wrecked vessel and took off her crew, 4 in number.

LOWESTOFT.—On the 25th July, during a strong S.S.W. gale, the French brig, *St. Michel*, ran on the Holm Sand, and the sea at once broke heavily over her. Being seen from Lowestoft, the life-boat at that place was quickly launched, and taking off the crew of 8 men, conveyed them safely to the land. The Pakefield life-boat was

also launched with the same object, but seeing that the Lowestoft boat would save the crew, she returned to the shore.

On the night of the 2nd November, at 10 P.M., blowing a heavy gale from the north, signals of distress were seen from Lowestoft: the life-boat was at once launched through a heavy surf, and proceeded under sail to the spot, where the schooner *Fly*, of Whitby, was found to be the distressed vessel. She was at anchor, but in a sinking state. With the aid of the life-boat's crew she was slipped from her anchor and taken into Lowestoft harbour.

CAHORE, CO. WEXFORD.—On the 7th August, the Spanish barque *Primera de Torreveja*, bound from Liverpool to the Havannah, with a valuable cargo, ran ashore on the Blackwater Bank. Information having been conveyed to the Cahore life-boat station, 12 miles distant, the life-boat there was launched with a view of proceeding to her assistance. After an hour's exertion in rowing against wind and tide, she was compelled to return. An hour after the barque was observed to have got off the bank and to be drifting away to the northward. The life-boat was again launched, and succeeded in reaching her, when it was found that the captain and crew had landed in their own boat, with the exception of one man, left inadvertently on board. The vessel had ten feet of water in her hold, and was rapidly filling, whilst three of her pumps were disabled and the fourth one was partially choked with rice. The life-boat's crew, consisting of coast-guardmen and fishermen, at once made sail on her, and worked away at the solitary pump; but finding that it would be impossible to keep her afloat, they ultimately ran her on shore near Arklow, where her cargo was partially discharged, and at low-water her leaks were temporarily stopped, and she was ultimately conveyed to Kingstown Harbour. The life-boat was thus the means of saving a valuable ship and cargo, in addition to the life of the *unfortunate man left on board*, who would otherwise undoubtedly have perished. For the latter service they were as usual paid by the NATIONAL LIFE-BOAT

INSTITUTION, and for the former, a handsome salvage payment was awarded.

On the 20th October, a large ship was observed to be stranded on the Blackwater Bank, when the Cahore life-boat was again brought into requisition. Before reaching the bank, the ship was observed to have got off and to make sail to the southward; a boat was, however, seen, with one man only in her, in an unmanageable state. On boarding her, it was learnt from him that she was a boat which, with five hands, had proceeded from the shore to the aid of the ship; that the latter was the American ship *A. Z.*, bound from Liverpool to New York; that the captain had availed himself of the services of his four companions, but that he was left in the boat in tow astern; that the tow-rope breaking, he was left adrift in the boat, which, being a landsman, he was unable to manage, and that the captain would not stop the ship to pick him up. As the boat was fast drifting out to sea, the poor fellow's life would probably have been sacrificed had he not been rescued by the life-boat. It eventually turned out that the captain of the *A. Z.*, after treating the four men, who had helped him, in the most unjustifiable and cruel manner, put them into a pilot-boat off Cork without payment for the valuable services which they had rendered him, and leaving them to find their way, penniless, to their homes, proceeded on his voyage.

DUNDALK.—On the 22nd August, the barque *Frederick*, of Dublin, drove on the bar off Dundalk; there was only one man on board, who had been left in charge. On the 13th Sept., the weather being squally and a heavy sea on, the Dundalk life-boat proceeded to her and rescued this man, landing him in safety. The barque afterwards became a total wreck.

CAMBER, RYE.—On the 28th September, at 3 A.M., a small vessel, which proved to be the barge *Peace*, of London, was observed to have anchored in heavy broken water off the Camber coast-guard station, near Rye. The Camber life-boat was quickly launched, and proceeded to the aid of her

crew, taking them off, 2 in number, and landing them in safety. The sea was breaking over the vessel at the time, and she shortly after sank.

BANFF.—On the 1st November, the schooner *Auchincruive*, of Grangemouth, stranded in a strong gale and very heavy sea off Banff Harbour. The Banff life-boat proceeded at once to her and took off her crew of 6 persons, the vessel shortly after breaking up.

BRIDLINGTON QUAY.—At daylight on the 2nd Nov., during a very heavy gale, the schooner *Friends*, of Lynn, parted from her anchor and was driven ashore, three miles south of Bridlington Harbour. The Bridlington life-boat was quickly conveyed on her transporting-carriage to the spot, and launched to the assistance of her crew, 4 in number, whom she took off and landed in safety.

SEATON CAREW, DURHAM.—On the 2nd November, the barque *Robert Watson*, of Sunderland, ran ashore at Seaton Carew, in a heavy N.N.W. gale; the life-boat at that place was quickly launched and took off 5 of her crew; 6 others had previously effected a safe landing in their own boat.

We are compelled to postpone the reports of the additional life-boat services during the fearful gale of 14th Nov. last.

NEW LIFE-BOATS AND ADDITIONAL STATIONS.

SCARBOROUGH.—The local Life-boat Association at Scarborough having recently joined the NATIONAL LIFE-BOAT INSTITUTION, the establishment was at once completely renovated, and a new boat—32 feet long, and rowing 10 oars, which had been liberally presented to the Institution by a gentleman in London, under the signature of W. B.—was placed there, which boat, together with a new transporting-carriage, was forwarded there from London in September last.

On another page of this Number we give an account of the destruction of this boat, when proceeding to a wreck, only five weeks after her arrival at her station.

Within a week, however, of this sad occurrence, another similar boat was transmitted from the Institution's builders in London,

the Messrs. FORRESTS, one always being kept in readiness to meet such emergencies. The cost of this second boat, with her equipments, amounting to 212*l.*, was generously presented to the Institution by Mrs. COCKROFT, a lady resident at Scarborough.

ABERYSTWYTH.—A new life-boat station has been established at Aberystwyth, and a 10-oared double-banked life-boat, on the self-righting principle adopted by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, was sent there by it in October last, together with a transporting-carriage, and a complete equipment. The cost of this boat, amounting to 170*l.*, was presented to the Institution by Mrs. B. WOOD, which benevolent lady had previously presented the cost of two life-boats to it.

The town and port of Aberystwyth lies at the bottom of Cardigan Bay: there is considerable trade there, and occasionally wrecks take place in the neighbourhood. This station completes the chain of life-boats on that part of the Welsh coast.

ROLLER SKIDS.

THERE are doubtless few persons that reside on, or have visited, our coasts who have not frequently watched with interest the picturesque groups of fishermen and other boatmen hauling up their boats, and observed the contrivances by which that often laborious operation is made more easy of accomplishment—varying according to the size of the boat, the character of the beach, or mere local custom.

At one place, as at Deal or Hastings, with their steep shingle beaches, large boats, and numerous bodies of boatmen, will be seen the long row of powerful capstans, by the aid of which the large decked or half-decked smack, hovelling boat, or trawler, is hauled up with comparative ease, yet seemingly reluctant to leave her native element, in which her weight is nothing, and in which she lives and moves; to hibernate, as it were, for a time with suspended life and animation, motionless on the land. There, also, it will have been observed that long flat boards of hard wood, with their upper surface greased, are placed under the boats when hauling up or launching, so as to reduce as much as possible the friction as they are dragged along.

At another place, as at Great Yarmouth or Lowestoft, with a flatter and sandy shore, their long and graceful yawls and smaller craft are, for the most part, hauled up by hand alone, the numerous boatmen being banded together in companies, and mutually assisting each other in the operation. Here the friction of hauling up is lessened by employing small portable machines consisting of a strong wooden frame with two or three iron rollers fixed in it, which is traversed by the boat's keel, she being held in an upright position by men at her sides.

Again, farther north, on the still flatter sands of Northumberland, Durham, and Yorkshire, where the three-keeled and graceful coble abounds, the fishermen, often aided by their wives and daughters, will be seen lifting them on the little wooden trucks, on which they are wheeled along on the hard and level strand.

As the hauling up of a heavy boat is a laborious work, which men who have been many hours, perhaps all night, in their boats, would be very glad to dispense with—and since, as implied above, their mode of performing it is sometimes rather the result of custom than of scientific appliance—we think that we may usefully circulate, for the information of boatmen to whom they are at present unknown, drawings of the “roller-skids” used by the Norfolk and Suffolk boatmen in hauling up their larger boats, and which have been adopted by the NATIONAL LIFE-BOAT INSTITUTION, and found valuable auxiliaries in hauling up its life-boats, saving much labour, trouble, and expense.

There are three varieties of these skids used by the life-boats of the Institution—one is the simple wooden frame with either two or three rollers in it (Fig. 1), which is sufficient on hard ground, moveable short boards being placed under it transversely where the beach is soft. A second (Fig. 2) is similar, but having its sleepers attached to it beneath the rollers, which form is more convenient for placing under a boat whilst she is still in the water. Much labour is saved by hauling a heavy boat on the rollers whilst she is still partly water-

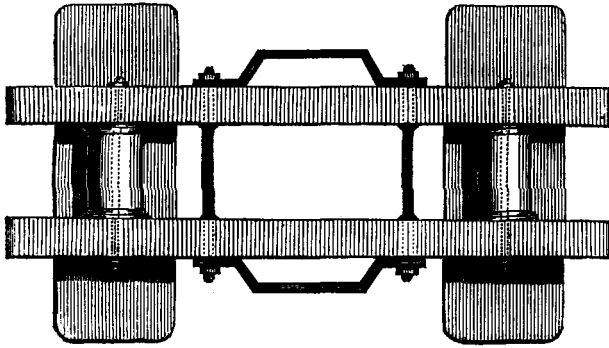


Fig. 1.

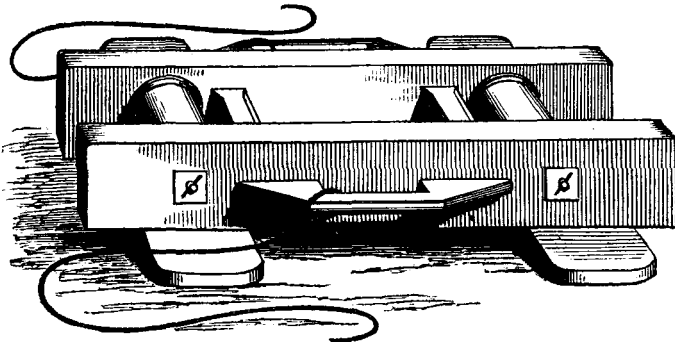


Fig. 2.

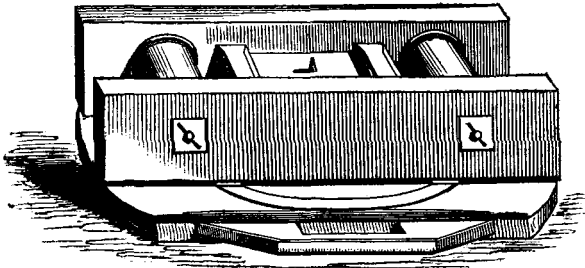


Fig. 3.

borne, and it is awkward to place a detached board under a skid in the water, especially when the boat has much motion from the surf. A skid of this description can, by means of two short lines attached to it, as shown in the figure, be readily hauled under the stem or stempost of a boat by two men or lads, one dragging by each line. These lines should be of Manilla rope, which will float, and thus indicate the position of the skid when under water. Two-inch rope will be found a convenient size.

A third variety (Fig. 3) is a shorter skid, similar to the above, fitted to turn on a pivot-bolt fixed in a flat piece of wood, thus forming a portable turn-table, on which a boat, when hauled over it, can be turned round with very small power in any direction. The life-boats of the Institution are supplied with one of these turn-tables, with two of the second variety, or water-skids, for use in the water, and with two of the plain skids with detached sleepers. A less number would, however, be sufficient for

ordinary use, unless for very large and heavy boats; and we strongly recommend them to the attention of the boatmen on those parts of the coast where they are not already employed.

“THE WRECK OF THE HOMEWARD-BOUND.” *

WE have pleasure in introducing to our readers the following extracts from a beautiful poem entitled “The Wreck of the Homeward-Bound,” by the well-known Author of “Ruins of Many Lands,” “Pleasure,” &c. It is published in a neat form, suited for the drawing-room table, and any profits that may arise from its sale the Author has kindly proffered to the NATIONAL LIFE-BOAT INSTITUTION:—

How beautiful is night at sea!

When not a cloud the eye can trace,
Staining Heaven's blue immensity,
Or shading Ocean's glittering face;
When from the sapphire-terraced skies,
Peace, like an angel, downward flies,
And spreads her pinions o'er the deep,

Whose mighty heart is stilly lying,
Like a wild infant rocked to sleep,
Or as some secret it would keep,
And now is gently dreaming, sighing;

For sorrow seems in ocean's breast,
Which e'en in hours of deepest rest
Is sadly heaving, heaving ever,
And cannot, spite of each endeavour,
Cast off that weight of inward woe,
Still moaning, heaving to and fro;

Yet in its sorrow, holy, calm,
As the pure bosom of a nun,
Whose melancholy-chanted psalm
Ascends on evening's breath of balm,
Her weary tasks of penance done.

The stately ship, with masts upright,
And colours idly downward streaming,
While idly flap her sails of white,
Rides on the waters smooth and bright,

Like some proud creature dreaming:
She just moves onward in her sleep,
Somnambulist of this still deep,
Then leans upon the shining billow,
Her soft, supporting, yielding pillow.

No sound the kissing billows make,
Parting before that queenly bow;
Gently they linger in her wake,
And fret, and shine, and bubble now,

* *The Wreck of the Homeward Bound; or, the Boat of Mercy.* By NICHOLAS MICHELL, Author of *Ruins in Many Lands, Pleasure, &c.* William Tegg, London; and by order, of all Booksellers. Price One Shilling.

Leaving a line upon the sea,
Which softly, slowly, melts away,
Like joys from human memory—
Joys that enchant, but cannot stay.

'Tis changed—the moon and stars are gone;
The sun hath flashed from out the wave,
As a bright soul may quit the grave,
And Heaven puts robes of splendour on.
Now the white deck a group displays
Of happy faces, eager eyes;
They've sailed broad ocean weary days,
And panted long 'neath tropic skies;
But home is near, and o'er the blue,
Soon Albion's rocks will greet their view.
Lo! sign of land, a white sea-bird!
Hark! from the “tops” a voice is heard—
“Land! land!”—each tongue takes up the cry,

'Tis changed—far south a small gray cloud
Slow rises from the ocean's verge;
Denser it spreads, and, like a shroud,
Waves loosely o'er the darkened surge:
And other clouds are mounting high,
Creeping and spreading o'er the sky;
The sun looks sicklied, glows like brass,
And soon, behind a deepening mass
Of sable vapours, shrinks from sight;
The ocean, late so blue and bright,
Is turning to a level sheet
Of inky hue, and far off sweeping,
Ruffling the sea, like stamping feet,
The blast is running wild and fleet,
Though here the shadow'd waves are keeping
A gloomy hush, and death-like sleeping.

The blast hath come—it drives along,
Scattering the spray like snow on high;
The noble ship, though firm and strong,
Rocks as the whirlwind hurries by.
Though furled each sail, the masts are bending,
The rolling seas their shocks are sending,
Till every timber seems to start,
And groans the vessel's labouring heart:

Now cries and prayers ascend to God
From decks that joy so lately trod;
The minute-gun is heard to swell,
Hoarse-booming, like an ocean knell;
The flash is seen by those on shore,
And faint they catch the sullen roar.
Oh! minute-gun! how sad to hear
Thy voice, which tells of peril near,

Oh! minute-gun! a pang doth rend
The heart to hear thee 'midst the blast!
Most sad when aid we cannot lend,
Knowing the doomed ones near their end,
Listening till cease thy sounds at last.

She strikes!—upon the reef she's driven!
Have mercy on them, pitying heaven!
If fiends exult in human woe,
And heighten horror here below,
A scene more piteous, full of dread,
They scarce could find in this our world;



To accompany the Life-Boat or Journal of the

National Life-Boat Institution.

THE WRECK OF THE HOMEWARD BOUND.

And here their wings they well might spread,
To bar one beam that hope might shed.

* * * * *
They lower the boat—crowds rush to gain
A place within; their hope is vain;
It heels—it sinks;

* * * * *
With grappling hands the seamen now
Frame a rude raft, and many a brow
Flashes with hope,—deceptive fire,
That like the ghastly, lurid light
Which gleams on graves in winter's night,
Burns, quivers, only to expire.
That raft, committed to the wave,
A moment floats, as though 'twould save;
Then mountain billows, rolling on,
Lift it on high—'tis lost—'tis gone.

* * * * *
The vessel parts—with shrieks of fear
They hang, wild-clinging, o'er the waves,
To rocking shroud, or bulwark near;
That deck must be a tossing bier,
Bearing them to their graves.
Columns of foam are dashing o'er them,
Ocean behind, and fate before them;
Men's limbs are numbed, and woman's hair
Wild in the storm around her falls;
And many a shriek of fierce despair
Breaks through the roar of surges there,
From those whom death appals.

* * * * *
A cry,—a cry!—across the bay,
What see their eager, glistening eyes?
Through raging tempest, rising spray,
A boat doth shape its daring way;
His oar the bending seaman plies.

* * * * *
Its course is tow'rd that ridge of rocks,
Where fast their bark to billows' shocks
Yields up her strength, and soon will be
But shivered fragments on the sea.

* * * * *
On, lightly on, she makes her way,
A meteor darting through the spray,
A thing of bravery battling there
With Terror in her awful lair,
A sea-sprite that salvation brings,
Wafting hope,—life, upon her wings.

* * * * *
The young, the old, with eager eyes
Watch the bold bark that tow'rd them flies:
Yet still with winds, and ocean's rage,
Dire conflict must the life-boat wage;
She struggles strongly, like a soul
Racing with death for life's prized goal,
And flashes through, or stoutly throws
The billows off that rise like foes.
She toils, she strains, she draws more near,
Then loud the sufferers raise their cheer,
And toss their arms, and call on heaven
To aid the hearts who have thus striven;
The gallant boatmen come to save
Wrecked strangers from an ocean grave.

* * * * *
'Tis done,—despite the winds, the roll
Of that storm-maddened, fearful sea,
Bravery hath snatched each shivering soul,
O greedy Death! from thee.

Not yet the wife shall press her pillow
Beneath the cold and dreary billow:
The mother and her bud of bloom
Go down embracing into gloom:
Earth yet its joys, its sweets will give,
O rapture! still to live—to live!

THE TOWN OF IPSWICH LIFE-BOAT.

THE town of Ipswich has come forward in a novel and spirited manner in support of the life-boat cause. Although not actually on the coast, it has occurred to benevolent gentlemen resident at Ipswich, that inland towns might especially be represented on the coast, and there indirectly perform an important part in the national duty of protecting the lives of shipwrecked persons. It appeared to them that their part could thus be most effectually carried out by subscribing funds sufficient to procure a first-class life-boat, to be presented to the NATIONAL LIFE-BOAT INSTITUTION, and to be named after their town.

The first to set actively to work in carrying out this benevolent design was Mr. W. BATEMAN BYNG, of the firm of Messrs. RANSOMES and SIMS, of Ipswich, who, a short time since, set a project on foot for raising funds in that town to purchase a life-boat, to be presented to the NATIONAL LIFE-BOAT INSTITUTION, and to be called *The Ipswich*. Accordingly on Sunday, the 10th Nov. simultaneous collections were made in the various churches and chapels of Ipswich; and in furtherance of the same object a public meeting was held in the Town-hall on the following day. The Mayor (E. GRIMWADE, Esq.) presided, and amongst those present were, Capt. Sir G. BROKE MIDDLETON, Bart., R.N., C.B.; Sir CHARLES ROWLEY, Bart.; and many others of the county and local gentry. Sir E. PERROTT, Bart.; MONTAGU GORE, Esq.; and the Secretary, attended as a deputation from the Society, and severally addressed the meeting, pointing out the value of the life-boats, the many lives which had been saved through their instrumentality, and the necessity there was for the Institution being supported, and expressing the hope that the noble example set by Ipswich might be followed by other cities and towns of the country. Mr. GORE remarked that life-boats were indispensable, for however much harbours of refuge might be increased (themselves tending to mitigate the dangers of a seafaring life), yet the very establishment of such harbours made the necessity of life-boats very apparent in their vicinity, because vessels would naturally, in bad weather, make for those harbours. He alluded to Holyhead, where, since its harbour of refuge had been formed, the life-boat stationed there had performed eminent services. The Secretary of the Institution showed, that the cost of a life-boat station was from 400l. to 500l., and that the expense of keeping it up in a state of efficiency averaged 40l. a year, independently of rewards to the crew of the life-boat. Sir G. BROKE MIDDLETON; Sir CHARLES ROWLEY; Hon. Rev. F. DE GREY; ROBERT RANSOME, Esq.; J. P. COBBOLD, Esq.; S. A. NOTCUTT, Esq.; Rev.

W. W. WOODHOUSE; REV. E. JONES; W. RODWELL, Esq.; S. H. COWELL, Esq.; REV. C. H. GANGE; and E. GODDARD, Esq., afterwards addressed the meeting. The following resolution was passed:—"That this meeting recognizing the philanthropic character of the operations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, whose life-boats have within the last twenty-two months been the means of rescuing 485 of our fellow-creatures from a watery grave, resolves to present the cost of a life-boat to this benevolent Institution, as a practical demonstration of the sincere and deep sympathy of the town of Ipswich and the county of Suffolk in its meritorious exertions." Resolutions were also passed, conveying thanks to the several ministers of the town; to the Lord-Lieutenant and nobility and gentry of the county for their countenance and assistance; and to Sir E. PERROTT, M. GORE, Esq., and the Secretary, for their attendance. The unanimous thanks of the meeting were awarded to the Mayor, who proposed a very hearty vote to Mr. W. B. BYNG for his great exertions in the cause of humanity. The collections at the various places of worship amounted to 206*l.* 1*1s.* 2*d.*, while the contributions from the gentry of the neighbourhood, and the amount subscribed in the town, raised the total to about 500*l.* We trust that this very laudable example of the town of Ipswich, on behalf of so truly benevolent and national a cause as that of the LIFE-BOAT INSTITUTION, will be followed by many other towns in the United Kingdom.

LOWERING SHIPS' BOATS AT SEA.

IN December, 1859, the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION presented to Mr. CHARLES CLIFFORD, of London, a vote of thanks, inscribed on vellum, in acknowledgment of his indefatigable exertions in inventing and perfecting a plan for safely lowering boats at sea which had been brought into general use, and by which a large number of lives have been already saved.

How justly such was given the public may infer from the following list of ships in the Royal Navy and the Mercantile Marine, from which lives have been saved by the use of this invention, when, the officers in command state their firm belief, that but for it they would have been lost: and also that the lowering and disengaging the boat being the result of the single act of one man only, is the chief cause of its great success.

We think we shall be rendering a service to the great cause of humanity by giving every possible publicity to the list in question, as in most of the instances we record, the men saved have fallen overboard in heavy gales, and when the ship was moving rapidly through

the water. In some cases the entire crews of ships, when foundering or wrecked, in collision and suddenly sunk, or on fire, owe their preservation to it. From H.M. ships, the *Shannon*, *Raccoon*, *Princess Royal*, *Archer*, *Trafalgar*, *Emerald*, *Diadem*, *Chesapeake*, *Mersey*, and *Ganges*, 19 men were saved by it. H.M.S. *Perseverance*, from a vessel run into at night, and entirely sunk in less than 10 minutes, took off 15 men and 1 boy. From the troop-ships, *Lady M'Naghten*, *Australasian*, *John Duncan*, *Dutchman*, *Clara*; 9 men. From ships chartered by H.M. Emig^a. Commissioners, *Commodore Perry*, *Washington Irvine*, *Aloe*, *Black Eagle*, *Ebba Brake*, *Medway*, *Omega*, *Rodney*, *Blundell*, *Admiral Boxer*, *Champion of the Seas*; 15 persons (2 being women). From merchant steam-ships (Royal Mail), *Tasmanian* and *Magdalena*, also *Duke of Richmond*, *Duke of Rothsay*, and *Queen*; 5 men. The *John Masterman*, *Rodney*, and *Merchant*, by it lowered down their boats and took away the entire crews of 3 ships that were about foundering at sea, or on fire, and which had lost their own boats when attempting to lower them by the ordinary tackling; by it also, at the memorable occasion of the fire of the troop-ship *Sarah Sands*, "the life-boats filled with the women and children were lowered in perfect safety." The '*Times*' in its account stating that "for once in the case of a conflagration at sea the boats were lowered in safety." The official report of the chief officer of the *Pomona*, to the Board of Trade, when she foundered off Malta, was, that the only people saved, 18 in number, (2 being women and 1 a child,) "are indebted to Clifford's lowering apparatus for their lives." Thus we have certain accounts of more than 100 people being saved, probably not half of what have really occurred. It is sincerely to be hoped that advantage will be taken of the World's Fair in 1862 to spread far and wide amongst the maritime countries of the world a knowledge of this life-saving invention.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

Thursday, 1st August. Captain Sir EDWARD PERROTT, Bart., 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.

Reported the receipt by the Institution of the

legacy of the late EDWIN CUTHBERT, Esq., of Cheapside, amounting to 50*l*. Also that for 100*l*. of the late T. F. HEMINGTON, Esq., of Uplyme, Devon. Both legacies were free of duty.

Read letter from Captain HAMILTON, R.N., Her Majesty's Consul at Charente, France, of the 17th July, requesting to be furnished with plans of the life-boat and carriage of the Institution.—Ordered the same to be furnished to Captain HAMILTON; and to GEORGE BAYLEY, Esq., of Cowper's Court, for the guidance of some German gentlemen.

Reported that the St. Ives life-boat and carriage had been forwarded to their station on the 16th July, and that the Great Western, Bristol and Exeter, South Devon, Cornwall, and West Cornwall Railway Companies had, as usual, given the life-boat and carriage a free conveyance over their lines to their destination.—*To be thanked.*

Also that the London, Brighton, and South Coast Railway Company had given a free conveyance to the life-boat carriage belonging to the Institution to and from Brighton.—*To be thanked.*

Read letter from Captain ISACKE, of Kingsgate, of the 16th ult., forwarding a copy of a resolution passed at a meeting of the Local Committee on that day, stating that they considered it most desirable that a small life-boat should be stationed there, to be available for immediate use in case of emergency.—Ordered a life-boat and transporting-carriage to be prepared for Kingsgate.

Also from the Hon. Sec. at Dungeness of the 30th July, stating that the Local Committee had decided on recommending the removal of the life-boat station from No. 1 Battery to Littlestone, where wrecks were more frequent. The Inspector also recommended the removal of the station.—*Approved.*

Also from Captain BARTON, R.N., Hon. Sec. of the Southport Branch, of the 24th July, forwarding a report of the inauguration of an elegant Barometer, Pillar, and Fountain, presented to that town by JOSEPH FERNLEY, Esq.—*To be acknowledged.*

Also from D. SINCLAIR, Esq., of New Lanark, of the 11th July, requesting to be furnished with copies of the Instructions of this Institution for the Restoration of the Apparently Drowned. He stated that a little girl had fallen into a mill-dam there, and had been taken out apparently lifeless. Great ignorance was displayed by the bystanders, one of them having ordered her to be held up by the heels. She was, however, recovered under the treatment of a medical man who was near at hand.

Reported—That the Instructions had been forwarded to Mr. SINCLAIR.

Also from N. BATES, Esq., of Milbourne, of the 23rd July, stating that a small legacy had been left to him, and adding that he had decided on transferring the amount of the same, about 20*l*., to this Institution.—*To be thanked.*

Also from Captain WASHINGTON, R.N., F.R.S., Hydrographer of the Admiralty, of the 29th July, forwarding a draft for 50*l*. from Vice-Admiral Sir JAMES HOPE, K.C.B., Naval Commander-in-Chief of Her Majesty's Fleet at Hong Kong, in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION.—*To be thanked.*

Produced a copy of the last Annual Report of

the Boulogne Shipwreck and Humane Society, which had been forwarded to the Institution by the Secretary of that Society.—*To be thanked.*

Paid 88*9l*. 4*s*. 6*d*. for sundry charges on various life-boat establishments.

Reported the services of the Institution's life-boat at Alnmouth, in putting off on the 26th of July last, and rescuing a man, who, while bathing, had been carried out to sea by a heavy back surf. The promptitude with which the life-boat was taken out of the boat-house and launched on the occasion elicited the admiration of all who witnessed the operation. Another man was saved at the same time by a ferry-boat.

Also that the Lowestoft life-boat had put off and rescued the crew of 8 men from the French brig *St. Michel*, of Marans, from Christians, which, in standing in for Lowestoft Roads, during a heavy gale of wind, on the 25th July last, went ashore on the Holm Sands.

Also the services of the Camber, near Rye, life-boat, in going off and rendering assistance to the emigrant ship *Oithona*, from London, which had gone on shore near Jury's Gap, off Camber, on the 28th July last.

Voted 7*l*. 7*s*. to pay the expenses of the Institution's life-boat stationed at Arklow, for putting off in reply to a signal of distress from the schooner *Henry Tuke*, of Arklow, which during a gale of wind was dragging her anchor and in great danger of grounding on an outlying sand-bank, on the night of the 22nd July last.

Also the Silver Medal of the Institution to JAMES TOOMEY, in testimony of his gallant exertions in wading into the surf, at the peril of his life, and afterwards assisting to save the mate of the schooner *Industry*, of Whitehaven, which was wrecked, during a heavy gale of wind, off Kings-town, on the 9th Feb. last. Also the thanks of the Institution to Commander HUTCHINSON, R.N., Harbour-master at Kingstown; and 1*l*. to Coast-guard Divisional Carpenter JOSEPH BARTLEY, for their valuable services on the above occasion.

Thursday, 5th Sept. Captain Sir EDWARD PERROTT, Bart., 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.

The Committee expressed their sincere regret at the death of Vice-Admiral Sir THOMAS HERBERT, K.C.B., who was one of the Vice-Presidents of the Institution, and a liberal contributor to its funds.

Ordered a life-boat, transporting-carriage, and equipments, and models of Barometer Indicators, to be prepared for the purpose of being exhibited at the International Exhibition of 1862.

Read and approved the Inspector's Report of the 3rd August, of his recent visit to the life-boat stations of the Institution on the Isle of Man, the West Coast of Scotland, and the Norfolk Coast, and ordered the recommendations made by him to be carried out.

Read letter from Rear-Admiral Sir BALDWIN W. WALKER, Bart., K.C.B., Commander-in-chief of H.M. Squadron on the Cape of Good Hope and

West Coast of Africa Station, of the 5th March, expressing his thanks to the Committee for their present to him of twelve life-belts, and sundry papers, on his leaving England, and stating that he should always entertain the liveliest interest for the noble and humane objects of the NATIONAL LIFE-BOAT INSTITUTION.

Produced an extract from the will of the late Mr. E. E. VIDAL, of Brighton, in which he bequeathed 5*l.* to the Society.

Read letter from E. W. CHAPMAN, Esq., Honorary Secretary of the Whitby Branch, of the 22nd Aug., stating that the new life-boat, the cost of which had been presented to the Institution by A. W. JAFFRAY, Esq., of St. Mildred's Court, had been taken out for her quarterly exercise on the previous day, in the presence of numerous spectators, when her admirable behaviour elicited the approval of every one who witnessed the trial.

Reported that the Southport and Rye new life-boats had been recently sent to their stations; and that the London and North-Western and Lancashire and Yorkshire Railway Companies had readily, as usual, given a free conveyance to the former boat, and the South-Eastern Railway Company to the latter.—*To be thanked.*

Read letter from THOMAS SORWITH, Esq., F.R.S., of the 27th Aug., stating that the three Barometer Indicators, at Boulmer, Alumouth, and Amble, on the Northumberland Coast, had been completed, and were in good working order.

Ordered—30*l.* to be paid for the same.

Also from JAMES GLAISHER, Esq., F.R.S., of the 2nd Sept., stating that S. DAVIDSON, Esq., of Aldborough, Suffolk, wished to present a Barometer to the Aldborough Life-boat Station of this Institution.—*To be thanked.*

Also from Mr. JAMES BALLINGALL, of Melbourne, Australia, of the 24th June, forwarding a donation to the Institution from his Excellency Sir HENRY BARKLY, K.C.B., Governor of Victoria.—*To be thanked.*

Paid 64*3l.* 14*s.* for sundry charges on various life-boat establishments.

Voted 8*l.* 6*s.* to pay the expenses of the Cahore life-boat for putting off to the rescue of the crew of the Spanish barque *Primera de Torreveja*, which, during thick and foggy weather and in a heavy sea, had stranded on Blackwater Bank, on the Irish coast, on the 7th July last. The life-boat afterwards succeeded in beaching the barque off Arklow. She had been abandoned previously, only one man being on board, who had missed the ship's boat.

Also 11*l.* 9*s.* to pay the expenses of the Lizard life-boat for going off in reply to signals of distress from the schooner *Hurrell*, of Penzance, which was in a very dangerous position near the Old Lizard Head, during a dense fog and heavy ground-swell, on the night of the 10th Aug. last. At the request of the master the life-boat remained alongside all night, and at daylight succeeded in getting the vessel clear of the rocks, and in anchoring her in a safe position.

Also 8*l.* to pay the expenses of the Penmon life-boat in putting off to the assistance of the smack *Pink*, of Chester, which, during blowing weather

and heavy rain, had carried away her main-boom, and, with only one cable out, was anchored in a dangerous position near Puffin Island, Anglesey. The life-boat, at the request of the master, remained alongside the smack some hours when the weather moderated, and she fortunately got out of danger.

A Reward was also voted to Mr. W. H. M'KAY, of Wick, N.B., in consideration of his laudable and prompt services in wading into the sea and rescuing, at some risk of life, the master of the brigantine *Nymph*, of Greenock, which, during stormy weather, had been wrecked near Loch Inchard, Sutherland, on the 10th July last.

Thursday, 3rd Oct. 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 24th Sept., on his visit to Southport to superintend the trial of the new life-boat and carriage. The demonstration had passed off very satisfactorily. Lord SKELMERSDALE, President of the Branch, presided over a *déjeuner* given after the trial.

Read letter from Commander H. R. CLARK, of the Mail Steamer *Athens*, of the 18th Sept., transmitting, on behalf of himself and Mrs. Clark, a cheque for 5*l.*, as an annual subscription to what he called "their glorious NATIONAL LIFE-BOAT INSTITUTION."—*To be thanked.*

Reported that a Concert had been given at Llandudno by Mr. WALLACE, in aid of the funds of the Institution, and that it had realized 18*l.* 6*s.* 6*d.*—*To be thanked.*

Read letter from Captain ADAMSON, of Cullercoats, of the 13th Sept., stating that a Regatta was to have been held at Tynemouth on the 15th Sept., but that, in consequence of a heavy gale blowing on the day appointed, and a heavy sea running, the races, with the exception of the life-boat races, were postponed. In this the Cullercoats, North Shields, and West Hartlepool life-boats took part. The Cullercoats life-boat, belonging to this Institution, won the race easily, although she pulled fewer oars than the other boats. Her crew also laboured under the disadvantage of having been out all the previous night herring-fishing, and afterwards, on the morning of the regatta, to pull the life-boat from Cullercoats to Tynemouth in the teeth of the gale. Capt. ADAMSON stated that the feeling at Tynemouth and Shields was now in favour of the Institution's boats.—*To be acknowledged.*

Also from JAMES YOUNG, Esq., Hon. Sec. of the St. Ives Branch, of the 16th Sept., and Captain AUSTEN, R.N., of Penzance, of the 13th Sept., reporting that a very favourable trial had been made with the new life-boat, recently sent there by this Institution, in the presence of a large number of persons, who were much gratified with the boat's behaviour.—*To be acknowledged.*

Reported the transmission of the Llanddwyn new life-boat and transporting carriage to their station

on the 15th Sept. A free conveyance was readily given to them by the London and North-Western Railway Company.—*To be thanked.*

Also that the Scarborough life-boat and carriage, the cost (315*l.*) of which had been presented by W. B. to the Institution, had been forwarded on the 26th Sept. to Scarborough, the Inspector of life-boats to the Institution accompanying them. A very satisfactory public trial of them took place, under his superintendence, on the 28th Sept., the Deputy-Chairman of the Institution making a brief address on the occasion, and urging in the strongest terms the importance of the crew wearing their life-belts whenever they went afloat in the life-boats. On the Sunday following the Rev. GEORGE SMITH, of Poplar, London, preached a sermon on the Sands at Scarborough, on behalf of the NATIONAL LIFE-BOAT INSTITUTION, at which a collection, amounting to 10*l.*, was made amongst the seamen and others present.—*To be thanked.*

Also that a public exhibition of the Aberystwyth life-boat and transporting carriage had been made at Bristol on the 28th October, *en route* to their station. The demonstration excited great and general interest throughout that city. This boat and carriage were conveyed gratuitously from London to Bristol by the Great Western Railway Company, and were afterwards taken thence, on the same liberal terms, by the Cambrian Steam Packet Company.—*To be thanked.*

Read letter from Capt. TUDOR, R.N., of Wick, of the 27th Sept., stating that he had succeeded in raising 27*l.* 12*s.* for the Institution in his district.—*To be thanked.*

Ordered the sale of 500*l.* stock from the funded capital of the Institution.

Paid 992*l.* 13*s.* 8*d.* for sundry charges on various life-boat establishments.

Voted 13*l.* 8*s.* to pay the expenses of the Holyhead life-boat for putting off and rescuing the crews, consisting of 14 men, from the brig *Anne*, of Plymouth, and schooner *Betsy*, of Peterhead, which were in a dangerous position near Holyhead Harbour, during a heavy gale of wind, on the 15th Sept. last. Some hours after the crews were landed by the life-boat, the weather moderated, and they were again put on board their vessels, which were ultimately brought, with the assistance of the life-boat, and after much difficulty, into harbour. Capt. PATER, R.N., reported that the life-boat behaved, as usual, admirably on the occasion. A gratuity of 3*l.* was also granted by the Institution to OWEN JONES, one of the life-boat's crew, who had been injured while engaged in this service.

Also 5*l.* 5*s.* to pay the expenses of the Dundalk life-boat for going off and rescuing, after several shore-boats had made fruitless attempts, a ship-keeper, who had been left on board the barque *Frederick*, of Dublin, which, during a heavy gale, was wrecked on Dundalk Bar on the 13th Sept.

Also 11*l.* 8*s.* to pay the expenses of the Camber life-boat for putting off and saving 2 men from the barge *Peace*, of London, which, in a gale of wind and heavy sea, had sunk off Camber on the night of the 28th Sept.

Also 19*l.* 7*s.* 4*d.* to pay the expenses of the

Walmer, Wicklow, Llandudno, and Tyrella life-boats, for putting off with the view of rescuing the crews of various vessels, but which, on the approach of the life-boats, had either got out of danger or declined the services of the boats.

Also 2*l.* to Mr. DEWSBURY, master of the steam-tug *Beaufort*, of Sunderland, and 2*l.* to his crew, for rescuing 4 men from the brigantine *Villiers*, of London, which, during squally weather, had struck and partially sunk, about midnight, on the Mumbles Head, Swansea, on the 3rd Sept.

Also the thanks of the Institution, inscribed on vellum, to Mr. L. M. MAXTON, Collector of Customs at Bridport, in testimony of his general services in aiding to save life, and particularly on the occasion of the recent wreck of the brigantine *Pauline*, off Bridport, during a heavy gale of wind, on the 20th June last.

Also a reward of 7*l.* to 5 policemen and 1 civilian, for swimming off some distance, at risk of life, in a heavy sea and a strong ebb tide, and saving the lives of two persons who had been capsized from their boat, off Lahinch, County Clare, Ireland. The constables had also received a reward of 1*l.* each from the Irish Inspector-general of Police.

Thursday, 7th Nov. Captain Sir EDWARD FERROT, Bart., 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 letters from JOHN WOODALL, Esq., Capt. WOODALL, and WILLIAM FOWLER, Esq., of the 3rd Nov., particularizing the lamentable accident that had occurred to the Scarborough new life-boat of the Institution, on the previous day, which is fully described at page 1 of our current Number.

The Committee expressed much commiseration for the families of the two poor men of the life-boat's crew who lost their lives on that sad occasion, and voted a gratuity of 25*l.* to them, and W. B., the benevolent donor of the damaged boat, also gave a similar amount to them, and 10*l.* (in addition to the Institution's Reward of 18*l.*, being double payment) to be divided amongst the life-boat's crew and others, who had specially exerted themselves in saving life.

The Committee also expressed deep sympathy for the relatives of Lord CHARLES BEAUCLEERK, WILLIAM TINDALL, Esq., and Mr. JOHN LEE, who so nobly perished while attempting to save the lives of their fellow-creatures on the occasion, and decided on presenting the memorial silver medal of the Institution to their families, as a permanent mark of its sympathy for them.

The silver medal of the Society was also ordered to be presented to MESSRS. OLIVER SARONY, JOSEPH RUTER, and MICHAEL HICK, who gallantly exerted themselves in endeavouring to save the lives of the deceased, and also its thanks, inscribed on vellum, to Mr. S. RAWLING, Mr. MATTHEW BYFIELD, and Mr. WILLIAM BLAND, for their very laudable services on the occasion.

Read letter from W. B. of the 10th Oct. last, offering to present the Institution with 100*l.*, if ten

others could be found to give the same amount. W. B.'s challenge had appeared in many of the London and country newspapers, and in reply, F. R. M., a previous liberal contributor to the Society, had stated that he would give 100*l.* on the terms mentioned. The administrator of the late J. W. BAIN, Esq., of Canterbury, had also intimated his intention to give 100*l.* on the same conditions. In the mean time he paid the Institution 50*l.*—*To be thanked.*

Also from Capt. WASHINGTON, R.N., F.R.S., Hydrographer to the Admiralty, of the 1st Nov., stating the condition of the means for saving life at Hâvre, on the French coast. He also briefly reported the result of his recent visit to the life-boat stations of the Institution at Boulmer and Alnmouth, and his inspection of three barometer-indicators at those places, and at Amble, on the Northumberland coast.—*To be thanked.*

Ordered that a life-boat station be formed at Blakeney, on the Norfolk coast.

Reported that Miss BURDETT COUTTS had, through W. H. WILLS, Esq., intimated her intention to present to the Institution the cost of the Plymouth life-boat.—*To be thanked.*

Also that Mr. JAMES HINGSTON, Mast and Block Maker, of Devonport, had offered to provide the boat with a set of good oars, and to keep thereafter the stock in good order every year.—*To be thanked.*

Read letter from Capt. CANNON, R.N., Hon. Sec. of the Deal and Walmer Branch, of the 25th Oct., stating that the new life-boat recently sent there by the Society continued to give every satisfaction to her crew, who found her to be very handy both under sails and oars.

Also from the Secretary of the SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY, of the 11th Oct., approving of the following handbill, for the information of the seamen and fishermen, members of the Society, being circulated amongst their agents:—

"Seamen and fishermen are hereby informed that the extra threepence, which, up to 1859, they were in the habit of giving to the SHIPWRECKED MARINERS' SOCIETY, in support of life-boats on the coasts of the United Kingdom, has since that period been required by that Society to carry out exclusively its own benevolent objects, and the threepence is now included in the three shillings' subscription they annually pay to it.

"Any subscriptions which seamen and fishermen wish to give in aid of the support of life-boats will therefore be in addition to their three shillings' yearly subscription to the SHIPWRECKED MARINERS' SOCIETY."

Read letter from the Rev. J. S. AVERY, Hon. Sec. of the Bude Haven Branch, of the 10th Oct., stating that a Coast-guardman named DAINGER had been killed by falling, during the night, from a cliff when he was engaged in watching the rocket and mortar apparatus, and some portions of the property brought ashore from the sloop *John Booth*, which was wrecked off Bude on the 9th Oct., during a heavy gale of wind. We give on another page an account of this wreck as narrated by a correspondent of the *Times*.

Reported that the Jersey life-boat, transporting carriage, and stores, had been forwarded to their

station. Their cost had been defrayed by the States of Jersey.

Ordered life-boat houses to be built for the reception of new life-boats, at Kingsgate, Plymouth, and Kirkcudbright.

Paid 94*l.* 7*s.* for sundry charges in various life-boat establishments.

Voted 8*l.* 14*s.* to pay the expenses of the Seaton Carew life-boat, for going off and saving 5 of the crew of the barque *Robert Watson*, of Sunderland, which was stranded about three-quarters of a mile from Seaton, during a heavy gale of wind on the 2nd Nov.

Also 9*l.* 1*s.* to pay the expenses of the Bacton life-boat, for putting off and bringing, with the assistance of a steam-tug, safely into Yarmouth, the schooner *Skylark*, of Folkestone, which, during stormy weather and a heavy swell, was seen in Bacton offing on the 28th Oct., with her foremast gone and in a perfectly disabled state. The crew had during the night fully intended to abandon their vessel, but the sea was too heavy to permit them to take to their boat.

Also 24*l.* to pay the expenses of the Lowestoft life-boat in going off on the night of the 2nd Nov., during a heavy gale of wind, and bringing safely into harbour the schooner *Fly*, of Whitby, and her crew of 4 hands. The vessel's signals of distress were seen in the direction of the East Point, when the life-boat, manned by Capt. JOACHIM, R.N., and her crew, was immediately got out and launched through a very heavy surf. Standing to the northward, they discovered the vessel by her repeating her signals of distress, and having hailed her, found the crew were not able to keep her afloat. They then closed with her, and put 9 or 10 hands on board, which enabled them to slip their cable and run for the harbour.

Also 12*l.* 10*s.* to pay the expenses of the Bridlington life-boat, in going off and rescuing 4 men from the schooner *Friends*, of Lynn, which, during a terrific gale of wind, had stranded three miles south of Bridlington on the 2nd Nov.

Also 5*l.* 7*s.* to pay the expenses of the Banff life-boat, for putting off and saving 6 men from the schooner *Auchincruive*, of Grangemouth, which was totally wrecked during a strong gale of wind off Banff, on the 1st. Nov.

Also 11*l.* 8*s.* 6*d.* to pay the expenses of the Cahore life-boat, for saving 1 man from a small boat, near the Blackwater Bank, Ireland, on the 25th Oct. The life-boat was proceeding at the time to the assistance of the ship *A. Z.*, of New York, which had stranded on the Blackwater Bank; from which vessel the boat had been cast adrift.

Also 30*l.* 18*s.* to pay the expenses of the Teignmouth, Porthcawl, Fleetwood, and Arklow life-boats, for putting off, in reply to signals of distress, from vessels which, however, on the life-boat's arrival, had either got out of danger or declined their services.

Also 5*l.* to a boat's crew of 5 men for taking off, at considerable risk of life, the crew of 5 men in a very exhausted condition, from the brig *Elizabeth*, of Belfast, which had sunk during a strong gale of wind on the night of the 10th Oct.

A WRECK ON THE CORNISH COAST.

WE have, on a previous page, given an account of the loss of valuable lives occasioned by an accident to a life-boat. The following is an interesting and affecting narrative of the loss of a valuable life, illustrative of another phase of that danger which is almost inseparable from the work of affording succour to the shipwrecked:—

“No heavier surf rolls upon Great Britain, nor is there a more inhospitable shore than that from Hartland, westwards. The day before yesterday I was standing at sunset on the breakwater of Bude. The waves were dashing heavily on the rocks. A noble life-boat belonging to the NATIONAL LIFE-BOAT INSTITUTION had just been successfully exercising her powers against the upright walls of water. The crowd that had watched her were dispersing, when a small schooner and a sloop in the offing showed signs of approach. The danger-signal was hoisted. The wind off shore made entrance in such a sea impossible. ‘By heaven!’ said the harbour-master, ‘the sloop is coming in. In an hour Capt. BROWN will be drowned.’ Inside the breakers lay the “Hobblers” boat, unable to approach. In creeps the sloop till her sails shake in the wind. She drives now slowly to the northwards. The sun is down. We just see her rise on the surf, then heel over, then fall on her broadside, under the opposite cliff. Roller after roller tumbles in heavily; now she rises, and then dashes down into the foam. We, who have watched with pride the life-boat, felt a sore aching as we saw the little 60-ton sloop doomed. The two sturdy fellows who, for an honest but painful livelihood unceasingly navigate these rude seas in their rickety craft, seem to deserve another fate. The life-boat cannot approach the reef. ‘A rocket might save them!’ It is a mile round the bay to the opposite cliff. Away run the crowd. HOYLE, chief boatman of Coastguard, is not yet out of the life-boat, of which he is Coxswain. He jumps

ashore. A cart is soon at the station-house; the rockets and their apparatus are put in; the crowd follow as you of London might follow a fire-engine. We reached the cliff. It is now dark. From the surf, in the recoil of the wave beneath the cliff, here some 70 feet high, BROWN cheerily answers ‘Ay, Ay;’ and is then submerged under the next breaker. Will she hold an hour as she crunches against the rocks? We lie down or strain over the rickety edge. ‘Keep back,’ say the knowing ones, ‘lest the cliff give way!’ Away flies the rocket, lighting up the caldron below. The captain and his mates are clinging to the masthead. ‘Have you the line?’ is shouted. Cheerily, but yet more faint, ‘Ay, Ay,’ reaches our straining ears. The block is fixed. The hawser is hauled out; a few more anxious moments, and HOYLE and his chief mate DAINGER cry again, ‘Stand back!’ and BROWN is lifted over the cliff. We feel, for we cannot see, the dripping, battered, cheery little fellow, who, after shaking like an old Newfoundland dog, rushes to the cliff edge, to help in hauling up his mate, JOE, of Clovelly. The excited crowd gives half-choking hurrahs, and retires inland. Scarce one hour from the ill-fated entry of the sloop has completed all. In the morning, at daylight, most of us return to see washing away by the incoming tide the shivered timbers of the luckless sloop. BROWN, the industrious and ruined seaman, is there too, and takes a last look at all his hard-earned savings: his life only spared, he must begin all again. So might have ended my tale of a Cornish wreck in ‘61. But ‘One is taken and another left.’ To the skill and the alacrity of HOYLE, DAINGER, and their men, acting in obedience to the excellent instructions of the BOARD OF TRADE, the result was due. But DAINGER is out all night, no doubt on duty; in the morning he is not seen, and at noon his body is found at the haven mouth. Returning home he fell over the cliff. Whether he had a family I know not. The man appeared to be an intrepid, sterling seaman. He dies unseen in this remote spot, but at his post.”—From the Times.



Royal National Life-Boat Institution,

For the Preservation of Life from Shipwreck.

(Incorporated by Royal Charter.)

Patroness—HER MOST GRACIOUS MAJESTY THE QUEEN.

President—VICK-ADMIRAL HIS GRACE THE DUKE OF NORTHUMBERLAND, 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 (1861), the INSTITUTION has incurred, or is about to incur, expenses amounting to 5,875*l.* 15*s.* 9*d.* in placing new Life-boats, Transporting-carriages, and erecting Houses, at the following Stations:—

ENGLAND.
SCARBOROUGH, Yorkshire.
WHITBY, "
BLAKENY, Norfolk.
WINTERTON, "
GREAT YARMOUTH, "
KINGSGATE, Kent.
MARGATE, "

WALMER, Kent.
DUNGENESS, "
RYE, Sussex.
BRIGHTON, "
SELSEY, "
ST. SAMSON'S, Guernsey.
PLYMOUTH, Devonshire.
ABERYSTWYTH, Cardiganshire.
LLANDDWWYN, Anglesey.

SCOTLAND.
KIRKCUDBRIGHT, Kirkcubright.
CANTYRE, Argyllshire.
FORFARSHIRE, Buddon Ness.
" Broughty Ferry.

IRELAND.
HOWTH, Dublin Bay.
POOLBEG, "
KINGSTOWN, "

The Institution has also expended on the repairs, stores, alterations, and inspection of its numerous Life-boats, Boat-houses, and Transporting-carriages, and for Barometers, 3,383*l.* 12*s.* 10*d.*; and 1,950*l.* for exercising the Crews of its Life-boats—making altogether a total of 11,209*l.* 8*s.* 7*d.*

During the past 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	Schooner <i>Voador du Vouga</i> , of Vianna	8	Schooner <i>Fly</i> , of Whitby—Saved	
Brigantine <i>Nugget</i> , of Bideford.....	5	French Brig <i>La Jeune Marie Therese</i>	6	vessel and crew.....	4
Schooner <i>Prospect</i> , of Berwick.....	6	Barque <i>Perseverance</i> , of Scarborough	5	Snack <i>Adventure</i> , of Harwich.....	10
Sloop <i>Thomas and Jane</i> , of St. Ives	3	Schooner <i>Elizabeth</i> , of Bridgewater	4	Pilot cutter <i>Whim</i> , of Lowestoft...	7
A Fishing-boat of Whitburn.....	4	Ship <i>Danube</i> , of Belfast.....	17	Barque <i>Undaunted</i> , of Aberdeen...	11
Brig <i>Archusa</i> , of Blyth.....	4	Schooner <i>Hortensia</i> , of Hannover...	4	Wrecked boat on Blackwater Bank,	
Schooner <i>Deut Wym</i> , of Portmadoc	8	Schooner <i>Oregon</i> , of Stonehaven...	4	on the Irish Coast.....	1
Flat <i>Cymraez</i> , of Beaumaris.....	2	Brig <i>St. Michael</i> , of Marans.....	8	Schooner <i>Steylark</i> , of Clay, Norfolk...	6
Schooner <i>William</i> , of Morecambe	5	Spanish Barque <i>Primera de Torre</i>		Barque <i>Lively</i> , of Clay, Norfolk.....	5
Snack <i>Gipsy</i> , of Newry.....	4	<i>vieja</i> —Saved vessel and 1 of the		Barque <i>Robert Watson</i> , of Sunder-	
Schooner <i>Margaret Anne</i> , of Preston	4	crew.....	1	land.....	5
Brig <i>New Draper</i> , of Whitehaven...	8	Schooner <i>Hurvell</i> , of Penzance—		Schooner <i>Auchincruive</i> , of Grange-	
Schooner <i>William</i> , of Liverpool...	8	Saved vessel and crew.....	4	mouth.....	6
Lugger <i>Nimrod</i> , of Castletown...	3	Brig <i>Anne</i> , of Plymouth—Saved		Schooner <i>Friends</i> , of Lynn.....	4
Brig <i>Providence</i> , of Shields.....	8	vessel and crew.....	8	Schooner <i>Eliza Anne</i> , of Dublin...	5
Brig <i>Mayflower</i> , of Newcastle.....	8	Schooner <i>Betsy</i> , of Peterhead—		Brig <i>Content</i> , of Sunderland.....	5
Schooner <i>Village Maid</i> , of Fleetwood	4	Saved vessel and crew.....	6	Snack <i>Ellen Owens</i> , of Cardigan...	3
Barque <i>Guyana</i> , of Glasgow.....	10	Barque <i>Frederick</i> , of Dublin.....	2	Schooner <i>Epimachus</i> , of Amsterdam	5
Brig <i>Roman Empress</i> , of Shields...	10	Lugger <i>Peace</i> , of London.....	2		
Brig <i>San Spiritione</i> , of Galaxide..	2	Lugger <i>Saucy Lass</i> , of Lowestoft..	11		
				Total....	288

For these and other Life-boat services the Institution has voted 975*l.* as rewards. It has also granted rewards amounting to 312*l.* 5*s.* for saving 128 shipwrecked persons, by shore-boats and other means, making a total of 416 persons saved from a watery grave on the Coasts of the United Kingdom.

The number of lives saved by the Life-boats of the Society, and other means, since its formation, is 12,272; for which services, 82 Gold Medals, 704 Silver Medals, and 15,285*l.* in cash have been paid in rewards. The Institution has also expended 57,200*l.* on Life-boats, Life-boat Transporting-carriages, and Boat-houses.

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 Twenty-one 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.