

# THE LIFE - BOAT,

OR

JOURNAL OF THE NATIONAL SHIPWRECK INSTITUTION.

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## INTRODUCTION.

If there be one subject more than another that might be expected to command the attention and enlist the sympathy of a maritime country like Great Britain, it surely must be the safety and welfare of those of her sons "whose business is in the great waters," and yet how imperfectly informed, how supinely indifferent, is the great bulk of our population as to the causes, the prevention, or the mitigation of the horrors of shipwreck!

From official returns it appears, that in the course of the year 1850 there were 692 vessels, of 127,188 tons burthen, wrecked belonging to the United Kingdom, or nearly two a-day. Of these, only four were steamers. By a reference to the wreck chart, for the year 1850 alone, annexed to the Northumberland Life-boat Report, it will be seen that 681 British and Foreign vessels were wrecked on the coasts and within the seas of the British Isles. Of these vessels, 277 were total wrecks, 84 were sunk by leaks or collisions, 16 were abandoned, and 304 were stranded and damaged so as to require them to discharge cargo; making a total of 681 wrecks. As nearly as can be judged, 780 lives were lost. However large it may appear, this is not any very unusual number, a nearly similar amount is annually lost, leaving a proportionate number of widows and orphans.

It is not an uncommon occurrence for a single gale of wind to strew the coast with

wrecks. In three separate gales which occurred in the years 1821, 1824, and 1829, there were lost on the east coast of England, between the Humber and the Tees, 169 vessels. In the single gale of the 31st August and 1st September, 1833, no less than 61 British vessels were lost on the sands in the North Sea and on the east coast of England. In the disastrous gale of the 13th January, 1843, 103 vessels were wrecked on the coasts of the United Kingdom. In the gales of 1846 as many as 39 vessels got ashore in Hartlepool Bay alone. In the month of March, 1850, not less than 134 vessels were wrecked on our own coasts, or an average of more than 4 a day. In the single gale of the 25th and 26th September last, not less than 112 vessels were stranded, came into collision, or sunk within the seas and along the shores of the United Kingdom; and during the month of January of the present year, 120 wrecks more have been added to the number. These instances, many of which happen to have been made public by being laid before Parliament, are only a few out of the number that might be cited, and even these probably fall short of the real numbers. No complete record of shipwrecks is kept; Lloyds' List, however full, is confessedly imperfect. But the facts quoted are sufficient to prove an appalling amount of loss of life, and the absolute necessity that exists for establishing around our coasts the most perfect means in our power for the preservation of life from shipwreck.

### PLAN OF THE WORK.

THE deep interest that has recently been awakened throughout the country on the subject of the preservation of life from shipwreck, by the publication of the Report of the Life-Boat Committee, appointed to award the premium offered by the Duke of NORTHUMBERLAND for the best model of a life-boat, both by the statements respecting the appalling number of wrecks that annually take place on the shores of the United Kingdom, and the deplorably deficient supply of life-boats for the relief of shipwrecked mariners, combined with the general want of information on the whole subject, induces us to believe that a small periodical, to be sold at a cost that will place it within the reach of every boatman around our shores, might prove a well-timed and useful publication, and materially advance the great cause we advocate, namely, the improvement of life-boats, their management, and all other means for the preservation of life from shipwreck.

With this view the present publication has been undertaken. It is proposed to issue it monthly, or occasionally as circumstances may seem to point out; and that it should contain such information as may be considered useful generally, under the following heads:—

1st. As regards life-boats, rockets, &c.

Taking the Northumberland Life-Boat Report as a starting point, under this head will be noticed any new life-boat station that may be formed; all information as to the building of a life-boat, or improvement in the disposition of her internal fittings, as well as all distinguished services of life-boats, in going off to wrecks. Many an act of gallantry and heroism, we believe, is only noticed in the local papers published near the place at which it may have occurred, instead of being made known, as it deserves to be, all round the coast, as an example and encouragement to others "to go and do likewise." What more cheering to the hardy-fisherman at the Land's End (in addition to his well-earned gratuity), than to know that his exertions in the cause of humanity are duly noticed, placed on record in the pages of his own periodical, and circulated throughout the

country? *What an encouragement to the pilots at Shields, or the fishermen at Cullercoats, who may have recently gone off in a north-easterly gale, and rescued some fellow-creatures from wreck, to know that their brother pilots and fishermen at Penzance and St. Ives had been equally courageous in the last south-west gale, and that their exertions had been crowned with success.* This intercommunication among men risking their lives in the same glorious cause could not fail to excite a spirit of emulation, and surely would be advantageous to the cause.

In like manner all accounts of communication effected with a stranded vessel by means of the mortar fitted for the purpose by the veteran MANBY, or the still more useful rocket of CARTE of Hull, or DENNETT of the Isle of Wight, will find a place in our columns. We trust ere long to be able to announce an improvement both in the hand-rocket as fitted for boats, and in the large rocket for using from the shore; an increase of 50 yards in the flight of the latter, so as to get a range of 350 yards in a gale of wind, instead of 300 yards as at present, would be a great gain.

2ndly. As to Local Committees.

Co-operation, earnest, hearty co-operation from the several County Associations, and Local Committees, must ever be our chief dependence for saving life. All the best rules and regulations that may be issued by the parent Institution will be of little value unless supported and carried into effect by the respective Local Committees. It is to them we must look for training the crews, taking care of the boat, and seeing everything in its place ready for instant service. The reports and proceedings of these Local Associations, therefore, will always find a place in our columns; and will, we feel assured, be read with much interest.

3rdly. Award of Medals, &c.

All rewards of distinguished services in saving life, will of course be duly recorded; and whenever our limits will permit it, a brief account of the circumstances under which the work was performed. Such narratives cannot but be of deep interest to others engaged in similar service on other parts of the coast.

## 4thly. Account of Shipwrecks.

A complete register of wrecks on the shores or in the seas of the United Kingdom, as far as can be gleaned from *Lloyds' List*, and all other available sources, will be a marked feature of the publication; and whenever sufficiently full information can be obtained, it will be our endeavour to point out the probable cause of wreck, and the means by which it might possibly have been avoided.

## Lastly. Correspondence.

The columns of this Journal will be open to all correspondence bearing on the subject of saving life from shipwreck. Much valuable information will probably be received in this manner which can thus be circulated to all our life-boat stations, and at once be turned to account if found useful. We feel assured that the coxswains of the different life-boats could communicate many useful hints, such as the best mode of boarding a wreck under particular circumstances, whether by going to windward, dropping an anchor and veering down to the wreck, as generally practised on the Yarmouth sands, or by boarding end on, &c. We freely invite communications from all quarters on every point connected with the best management of a life-boat, and with saving life from wreck.

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#### MEANS OF SAVING LIFE.

The extent of the means for saving life at present is comprised in the following meagre statement, which we copy from the Northumberland Report:—

“In Scotland, with a seaboard of 1,500 miles, there are eight life-boats: at St. Andrews, the Tay, Arbroath, Montrose, Aberdeen, Wick, Ardrossan, and Irvine. Some of these boats are in tolerable repair: that at Wick is quite new, others are quite unseviceable. The boats at Aberdeen, Montrose, and St. Andrews, have been the means of saving 83 lives. There are Manby's mortars at 10 stations, and rockets at eight stations; the latter have been instrumental in saving 68 lives. Orkney and Shetland are without any provision for saving life; and with the exception of Port Logan, in Wigtonshire, where there is a mortar, the whole

of the west coast of Scotland, from Cape Wrath to the Solway Firth (an extent of 900 miles, without including the islands), is in the same state.

“In England and Wales, with a seaboard of 2,000 miles, there are 75 life-boats; of these, 45 are stationed on the east coast. On the shores of Northumberland, from Berwick-on-Tweed to the Tyne, there are seven boats, or one for every eight miles; there are three at Shields; 15 on the coasts of Durham and Yorkshire, or one for every 10 miles; in Lincolnshire, four boats, or one for every 15 miles; on the coasts of Norfolk and Suffolk, from Cromer to Southwold, there are 10 boats, or one for every five miles; a fact highly creditable to the County Associations. There are life-boats also at Aldborough, Harwich, and Broadstairs.

“On the south coast, from Dover to the Land's End, a distance of 420 miles, there are seven life-boats, but none at Penzance, where most needed. At the Scilly Isles there is one inefficient boat; the same at St. Ives and Bude; and a little better one at Padstow. So that from Falmouth, round the Land's End, by Trevoze Head, to Hartland Point, an extent of 150 miles of the most exposed coast in England, there is not a really efficient life-boat. In the Bristol Channel the North Devon Association maintains three life-boats in Bideford Bay; there is a new life-boat at Ilfracombe, and one at Burnham. On the south coast of Wales, from Cardiff round to Fishguard, a distance of 200 miles, there is one life-boat at Swansea, and that unseviceable. There are 12 boats on the west and north coast of Wales: some in a very defective state; and nine in good order at five stations in the important port of Liverpool, liberally supported by the Dock Trustees, and having permanent boats' crews. These boats, as before mentioned, have brought on shore 1,128 persons during the last 11 years, thus proving the value of life-boats when kept in an efficient state and properly managed. In all there are 28 boats, one half unseviceable, to supply the wants of a seaboard 900 miles in extent, from the Land's End to the Solway, including the ports of Liverpool and Bristol.

“In the Isle of Man, which from its posi-

tion near the centre of the Irish Sea, and in the midst of a great part of the traffic of Liverpool and Belfast, Glasgow and Dublin, has its shores much exposed to wrecks, there is not a single life-boat. The four boats established here by the exertions of the late Sir WILLIAM HILLARY, Bart.—a name honourably associated with that of Mr. THOMAS WILSON, formerly M.P. for the City of London, as founders of the National Shipwreck Institution—have been allowed to fall into decay, and hardly a vestige of them remains.

“From official returns, it appears that many of the coast-guard stations on the shores of England and Wales are supplied with rockets or mortars, at the expense of Government, and some stations have both. There are 73 stations which have rockets, 30 which have mortars, and 41 which have both mortars and rockets. At first sight this seems a fair proportion, and so it would be if the rockets were efficient; but the returns go on to say, at 24 stations rockets have burst, and at 42 stations lines have broken. In some instances the rockets were old, in others badly made, and the lines in the same state. Yet even with these drawbacks, rockets and mortars have proved most useful. At 22 stations where a record has been kept, not less than 214 lives have been saved by them, besides several crews at Caistor, near Yarmouth, and many lives at eight other stations, where no account has been kept of the number.

“The veteran Captain MANBY may reflect with just gratification in his declining years that the mortar he was instrumental in bringing into use as a means of saving life has proved very serviceable.

“In Ireland, with an extent of 1,400 miles of coast, there are eight life-boats, and they are inefficient. Yet there is no part in the United Kingdom in which wrecks are more frequent than on the coast of Wexford; and when we consider that, in addition to the cross-channel trade, the whole of the foreign trade to Liverpool, Glasgow, and Belfast, passes through the Irish sea, the frequency of wrecks on the east coast of Ireland need not create surprise.

“There are 25 stations in Ireland at which

there are either rockets or mortars; but here, as well as elsewhere on the coasts, lines have broken and rockets have burst; the rockets, too, might be better distributed. Yet notwithstanding these minor evils, which may be set right without any great difficulty, the testimony in Ireland, as well as in England, is decisive as to the value of the rocket in effecting communication with a stranded vessel, and thus saving life from shipwreck.

“Fully admitting the good service that both rocket and mortar have rendered in their present state, the Committee have formed a strong opinion that the rocket and line may be greatly improved. The maximum range now attained with DENNETT’S 9 lbs., or CARTE’S 12 lbs., life-rocket in fine weather is 350 yards, but in stormy weather, such as that in which wrecks usually occur, it seldom reaches 300 yards. On many parts of the coast such a limited flight would not reach a stranded vessel; it seems desirable, therefore, to make every effort to increase the range, whether by an improvement in the rocket, or by substituting a lighter line of Manilla or other hemp; and, considering the importance of the object and its intimate connexion with the life-boat, the Committee may be permitted to express their earnest hope that the experiments on this subject which they understand have been set on foot, will be continued with as little delay as possible until a favourable result is obtained.”

#### EFFICIENT AID OF COAST GUARD.

In looking over the list of wrecks, no one can fail to be struck at the prominent position occupied by the officers and men of the Coast-Guard Service on all such occasions. The records of the National Shipwreck Institution show that about one-third of the medals and rewards granted by that Institution for meritorious services are awarded to the Coast-Guard. Independently of their other services, they have proved themselves in case of wreck to be an invaluable body of men. They are familiar with the use of the mortar and the rocket; are always on the watch; always ready to act; and nothing can be more striking on such occasions than

the advantage of a well-trained organized body acting as one man, over a willing, but undisciplined, assemblage of sailors and fishermen.

To the assistance and zealous co-operation of the officers and crews of the Coast-Guard, in carrying out the future operations of the National Shipwreck Institution, the Committee still hopefully look. The good cause has been already heartily taken up by the present Comptroller-General of the Coast-Guard, Captain ELLICE, R.N., and the Committee feel sure that his good example in so noble an undertaking will be emulated through every grade in that branch of the public service.

Knowing the onerous and often laborious duties already required from the Coast-Guard man, and also that on the occurrence of shipwrecks his services are frequently required for the management of the rocket, or mortar life-apparatus, the Committee, in forming crews for their boats, do not deem it advisable to seek his enrolment amongst the primary numbers, but only as an auxiliary, to step in when any of the permanent crew are absent, or when other competent persons cannot be obtained.

But he may render invaluable service in other ways. Independently of his practical acquaintance with the management of the rocket and mortar as above alluded to, he is often, amidst the excitement occasioned by a shipwreck, the most cool and collected person on the beach; is acquainted with the most proper means to be resorted to for the restoration of drowned persons; is the first to despatch a messenger for medical aid, and thus, by his assistance and advice, may be, as he has often hitherto been, instrumental in saving the lives of those who might otherwise perish.

Whilst thus noticing the past services of the officers and crews of the Coast-Guard service, and expressing the confidence felt by the Committee in their future aid, we now solicit their assistance in making known and understood along our coasts the nature and objects of the National Shipwreck Institution, and in securing the co-operation and help of all classes with whom they may be brought into contact, without which help

and co-operation, the Society's sphere of usefulness will be necessarily much curtailed.

#### SEA-CORONER SUGGESTED.

An attentive consideration of the wreck chart appended to the Northumberland Report, and a careful examination of the returns of wrecks by the Coast-Guard officers, forcibly impresses on the mind the painful conviction that the greater part of the casualties that occur are not occasioned by stress of weather, but that they are mainly attributable to causes within control, and to which a remedy might be applied. It would be an easy task to enumerate these several causes, but from the absence of exact information, it would be difficult to assign the particular cause to each wreck. It might have been reasonably expected that the depositions before the Receivers of Admiralty Droits would have thrown some light on the subject; but those documents are seldom of any use for ascertaining the real cause of wreck. The master of the stranded vessel is naturally anxious to make out the best case for himself, and usually tells as little as he can help; and the Receiver, who nine times out of ten is a landsman, is often unequal to bring out the facts of the case. Some competent local tribunal then is necessary before whom the causes might be investigated on the spot, and there would seem no difficulty in forming such a tribunal; it might be as easily managed as a coroner's inquest, and the machinery for the purpose is ready organized. The Inspecting-Commander of Coast-Guard of the district, the Collector or chief officer of Customs, and Lloyds' agents, are to be found nearly everywhere around the coasts, and they could form a tribunal well acquainted with nautical affairs, and in which all merchants and ship-owners would have confidence; and were such a body, with the assistance of the nearest magistrate, authorized to inquire into and report to the Admiralty or Board of Trade on every case of wreck, there is little doubt but that in a very few years the list of wrecks on our own coasts would be greatly diminished. It is well and right to place life-boats, but a better means of preserving

life would be to prevent or diminish shipwrecks.

It is not only loss of life to a fearful extent that occurs in these wrecks, but, although a minor consideration, the loss of property is enormous. In the Parliamentary Report on Shipwrecks of the year 1836, the loss of property in British shipping wrecked or foundered at sea, is estimated on an average of six years, at three millions sterling per annum; we may fairly therefore assume that half that amount is annually lost on our own coasts. The whole of this property, though covered by insurance to certain parties, is not the less absolutely lost to the nation, and its cost paid for by the British public, on whom its loss must ultimately fall. The same Parliamentary Report estimates the annual loss of life by the wreck or foundering of British vessels at sea at 1,000 persons in each year, and this loss is also attended with increased pecuniary burthen to the British public, on whom the support of many of the widows and orphans left destitute by such losses eventually devolves. Thus taking only the financial view of the case, the prevention or diminution of shipwreck would be a great national gain.

A review of the facts furnished by the Returns is suggestive of two important considerations. It affords both a warning as to the past, and an encouragement as to the future. A warning to those who have allowed the boats at certain stations to fall into decay; and it teaches us that humane intentions, in order to be serviceable to our fellow-creatures, must be fully and efficiently carried into action. On the other hand, it offers a cheering encouragement as to the future, inasmuch as the number of lives saved from shipwreck through the instrumentality of life-boats, mortars, and rockets (even in their present imperfect and, on many parts of the coast, ill-organized state), affords undoubted proof of the value of such means for preserving life. Wherever the boats have been looked after, and the crews well trained, as at Liverpool, Shields, and on the coasts of Norfolk and Suffolk, the most signal success has rewarded their exertions. This fact is most encouraging, and cannot be too strongly insisted upon. It is the most gratifying

reward to the several local committees and individuals who have perseveringly done their duty, and gives firm ground of encouragement for the future.

#### TRIAL OF THE "PERCY" LIFE-BOAT.

A trial of the life-boat designed by Mr. PEAKE, one of the Northumberland Life-Boat Committee, and built under his superintendence, by order of the Lords Commissioners of the Admiralty, in Her Majesty's Dockyard at Woolwich, for the National Shipwreck Institution, took place on the 3rd February, in a strong south-west breeze at Brighton, to which place she was conveyed by order of the Admiralty, in a Government steamer.

Among others present, were His Grace the DUKE of NORTHUMBERLAND, President of the Shipwreck Institution, Mr. THOMAS WILSON, Chairman of Committee, Captain Sir BALDWIN WALKER, K.C.B., Surveyor of the Navy, Colonel COLQUHOUN, R.A., Captain JERNINGHAM, R.N., Mr. PEAKE, Captain WASHINGTON, R.N., Commander E. A. INGLEFIELD, and Commander J. R. WARD, Members of the Shipwreck Institution; the Bishop of BATH and WELLS; the Hon. and Rev. A. PERCEVAL; Lord Henry CHOLMONDELEY, Chairman of the Life-Boat Committee of the Shipwrecked Fishermen and Mariners' Benevolent Society, Mr. F. LEAN, R.N., Secretary, and Lieut. SYMONDS, R.N., Travelling Agent; Rear Admiral FORBES, Captain HARGOOD, R.N., Captain HASTINGS YELVERTON, R.N., Inspecting Commander MENDS, R.N., and Lieut. PRATT, R.N., of the Coast-guard; Captain GRIFFITH, R.N., Mr. J. T. FORSTER, R.N., Mr. JAMES BEECHING, of Great Yarmouth, Mr. GEORGE WELLS, Mr. JOSEPH PROWSE, and a large body of the fishermen and boatmen of the place, who watched the trial with great interest.

This boat has both ends alike, a long flat floor, sides straight in a fore-and-aft direction, slightly raking stem and stern-post, is diagonally built of rock elm, and copper-fastened. Length, extreme, 30 feet; length of keel, 24 feet; breadth of beam, 8 feet; depth, 3½ feet; sheer of gunwale, 28 inches;

rake of stem and stern-post, 6½ inches in a foot; straight keel, 4 inches deep; and bilge pieces with openings in them to lay hold of on each side the bottom. The boat pulls 10 oars, double-banked, (or 12 if required,) with eye-bolts, (not thole pins,) and rope grummets, and steers with a sweep oar. She has side air-cases under the thwarts, and raised air-cases 4 feet long in the extremes, up to gunwale height; the tops covered with a good coating of cork to prevent their being stove, if jumped upon.

The air-cases are built of the material patented by Mr. J. T. FORSTER, R.N., consisting of gutta-percha between two layers of thin wood, at once light, tough, and water-tight. But as most of the so-called air-tight cases admit water, a small disc valve, the invention of Mr. GEORGE WELLS, of 15, Upper Smithfield, has been introduced into each of the cases, so that any water that gets in may be run out, and the cases be aired, which will tend much to their preservation.

The means provided for freeing the boat of any water she may ship, are 8 tubes, 6 inches diameter each, through the deck and bottom; closed by self-acting valves. For ballast, and to assist her in righting, the boat has an iron keel of about 7 cwt., and with this included, weighs 46 cwt. Draft of water when light, 15 inches, with crew on board, 18 inches.

The results of the trial showed:—

1st. That the boat having been hove keel up by a crane, righted herself on two occasions in about 7 seconds of time.

2nd. That she freed herself of water entirely when light, in about 55 seconds.

3rd. That on taking the beach through heavy rollers, the boat showed great buoyancy and stability, and brought her crew on shore without shipping water.

4th. That she will carry 30 persons with ease besides her crew, or 42 in all.

The boat on her trial was manned by Coast-guard men, of the Brighton District, and was under the charge of Commander WARD, R.N., Inspector of Life-Boats, who volunteered his services to go out in her.

It is intended shortly to send this boat to the coast of Northumberland; but as there

are two other boats in progress, she will probably be delayed until all the boats can be sent together. In the meantime life-boat houses have been erected at Cullercoats and Newbiggin, and a third is in progress at Hauxley; local Committees also have been formed at these places, and life-boat crews enrolled.

The President and Committee of the National Shipwreck Institution are deeply indebted to the Lords Commissioners of the Admiralty, for their liberality in allowing this life-boat to be built in one of Her Majesty's Dockyards, and for permitting a steam-tug to convey her to and from Brighton for the above trial.

#### ALDBOROUGH.

The life-boat formerly placed at Sizewell Gap, on the east coast of Suffolk, has been for the present transferred to Aldborough, five miles farther south, as a more serviceable spot, and where it can be more readily named in case of need. The boat was built by PLENTY, of Newbury, in 1826, at the expense of the Suffolk County Association, and has recently been repaired and put into fair order by the National Shipwreck Institution. It is 24 ft. long, 8 ft. wide, 3 ft. deep, and pulls 8 oars double-banked.

It is under the charge of a local Committee, in connexion with the National Shipwreck Institution. An anchor and warp have been laid out by them for hauling their boat off the beach, and over the shoals which there run parallel to it, and the boat's crew have commenced their periodical exercise in accordance with the Regulations of the Parent Institution. For the present the boat is kept in a temporary shed, but a boat-house is now in course of construction, half the cost of the same having been collected in the locality, and the remainder supplied by the Shipwreck Institution. As there is a very formidable sea to be contended with on this spot, a larger and more powerful boat is required than the one above alluded to; we hope to see one of the most approved description, and suited to the peculiarities of the locality, placed here before the setting in of another winter.

**REGISTER OF SHIPWRECKS ON THE COASTS AND IN**  
**Comprising TOTAL WRECKS; VESSELS FOUNDERED OR SUNK THROUGH LEAKS OR COLLISION;**

| 1852<br>JAN. | NAME.           | Belonging to      | Rig.          | Tons. | Men. | From           | Bound to      | Cargo.        |
|--------------|-----------------|-------------------|---------------|-------|------|----------------|---------------|---------------|
| 1            | Mona - - -      | Liverpool - -     | Steam Tug     | -     | -    | -              | -             | -             |
| "            | Concord - - -   | Whitby - - -      | Brig - - -    | -     | -    | -              | -             | -             |
| "            | Feronia - - -   | - - - - -         | - - - - -     | -     | -    | Llanely - -    | Dublin - -    | -             |
| 3            | Endeavour - -   | - - - - -         | - - - - -     | -     | -    | -              | -             | -             |
| "            | Diddlesfold -   | Arundel - - -     | Sloop - - -   | -     | -    | -              | -             | -             |
| "            | Edward Kenny    | Wisbeach - -      | Brig - - -    | 200   | 9    | Newcastle -    | Venice - - -  | Coals & Iron  |
| "            | Earl of Glasgow | - - - - -         | Smack - - -   | -     | -    | Liverpool -    | Mulroy - - -  | -             |
| 4            | Town of Wexford | - - - - -         | Steamer - -   | -     | 43   | Wexford - -    | Liverpool -   | Passengers -  |
| "            | George - - -    | Grimsby - - -     | Sloop - - -   | -     | -    | -              | -             | Seed - - -    |
| "            | Clio - - - - -  | St. John's, N. B. | - - - - -     | -     | -    | -              | -             | -             |
| "            | Barbara - - -   | - - - - -         | Schooner - -  | 58    | 5    | Sunderland     | Portsoy - -   | Coals - - -   |
| 5            | Four Sisters -  | Maryport - -      | - - - - -     | -     | -    | -              | -             | -             |
| "            | Cariboo - - -   | - - - - -         | - - - - -     | -     | -    | Kingstown -    | Whitehaven    | -             |
| "            | Avenger - - -   | Belfast - - -     | - - - - -     | -     | -    | Belfast - -    | Maryport -    | -             |
| 6            | Commerce - - -  | Rye - - - - -     | Brig - - - -  | -     | -    | -              | -             | -             |
| "            | Jeune Emilie    | Bordeaux - -      | Schooner - -  | 63    | 5    | Dunkirk - -    | Lynn - - - -  | Oil Cake - -  |
| "            | Columbus - - -  | - - - - -         | Ship - - - -  | 1,189 | 33   | New Orleans    | Liverpool -   | Cotton & Corn |
| "            | Aurora - - - -  | Belfast - - -     | Brig - - - -  | -     | -    | -              | -             | -             |
| "            | Lord Durham     | Sunderland -      | Steam Tug     | -     | -    | -              | -             | -             |
| 7            | South Carolina  | - - - - -         | - - - - -     | -     | -    | -              | Mobile - - -  | -             |
| "            | Anna Margrita   | Hanover - - -     | Galliot - - - | -     | -    | -              | -             | -             |
| 8            | Jane and Sarah  | Wicklow - - -     | Smack - - -   | -     | 3    | Wicklow - -    | Runcorn - -   | -             |
| "            | Henry William   | Stockton - -      | Brig - - - -  | 160   | 6    | Middlesbro' -  | London - - -  | Coals - - -   |
| "            | Rambler - - -   | Gainsbro' - -     | Sloop - - - - | -     | -    | Ipswich - -    | Goole - - -   | -             |
| "            | Spring - - - -  | Hull - - - - -    | - - - - -     | -     | 4    | Middlesbro' -  | Southwold -   | -             |
| "            | Wellington - -  | - - - - -         | - - - - -     | -     | -    | Dublin - - -   | Maryport -    | -             |
| "            | Robert - - - -  | - - - - -         | - - - - -     | -     | -    | Dublin - - -   | Belfast - -   | -             |
| "            | Best - - - - -  | Aberystwith -     | - - - - -     | -     | -    | -              | -             | -             |
| "            | Carolina - - -  | Malta - - - -     | Brig - - - -  | 212   | 14   | Constantinople | Waterford -   | Maize - - -   |
| "            | Anna - - - - -  | Riga - - - - -    | Brig - - - -  | 174   | 9    | Malta - - - -  | Galatz - - -  | Maize - - -   |
| "            | Susan - - - - - | Fraserburgh -     | - - - - -     | -     | -    | Fraserburgh    | Shields - - - | -             |
| "            | Ark - - - - -   | Shields - - -     | - - - - -     | -     | -    | Shields - - -  | London - - -  | -             |
| "            | John - - - - -  | Newcastle - -     | Brig - - - -  | -     | -    | Newcastle -    | London - - -  | -             |
| "            | Rose - - - - -  | - - - - -         | - - - - -     | -     | -    | Galatz - - -   | Londonderry   | -             |
| "            | Alexander - - - | - - - - -         | - - - - -     | -     | -    | -              | -             | -             |
| "            | Paragon - - -   | - - - - -         | Ship - - - -  | -     | -    | -              | -             | -             |
| 9            | Swallow - - -   | Sunderland -      | Schooner - -  | 74    | 5    | Sunderland -   | Frith of Tain | Coals - - -   |
| "            | Lord Warriston  | - - - - -         | - - - - -     | -     | -    | Liverpool -    | Mobile - - -  | -             |
| "            | Lord Algernon   | Glasgow - - -     | Sloop - - - - | 44    | -    | Liverpool -    | Dublin - - -  | -             |
| "            | Leander - - - - | Maryport - -      | - - - - -     | -     | -    | Dublin - - -   | Port William  | -             |
| "            | Jane & Grace -  | - - - - -         | - - - - -     | -     | -    | -              | -             | -             |
| "            | Lectura - - -   | Salcombe - -      | Sloop - - - - | 40    | 5    | Seville - - -  | Glasgow - -   | Oranges - -   |
| 10           | Broomsgrove     | Newcastle - -     | Brig - - - -  | 213   | 9    | London - - -   | Newcastle -   | Ballast - -   |
| "            | Edith - - - - - | - - - - -         | - - - - -     | -     | -    | Hartlepool -   | Southampton   | -             |
| "            | Theckla - - -   | Uleaborg - -      | - - - - -     | -     | -    | London - - -   | Alexandria -  | -             |
| "            | Dee - - - - -   | - - - - -         | - - - - -     | -     | -    | Wicklow - -    | Liverpool -   | -             |
| "            | Britannia - - - | Shields - - -     | Barque - - -  | 379   | 14   | Shields - - -  | Agnelles - -  | Coke - - -    |
| "            | Nelson - - - -  | Shoreham - -      | Brig - - - -  | -     | -    | -              | -             | -             |
| "            | Humility - - -  | Selby - - - -     | Schooner - -  | 82    | 4    | London - - -   | Selby - - -   | General - -   |
| "            | Black Prince    | Sunderland -      | - - - - -     | -     | -    | -              | London - - -  | -             |
| "            | Fender - - - -  | Dundee - - -      | Sloop - - - - | 50    | 4    | Perth - - - -  | London - - -  | Potatoes -    |
| "            | Eden - - - - -  | Dundee - - -      | - - - - -     | -     | -    | Sunderland -   | Dundee - - -  | -             |
| "            | Juno - - - - -  | Arbroath - -      | Sloop - - - - | 34    | 3    | Arbroath - -   | Newcastle -   | Potatoes -    |
| 11           | Silphe - - - -  | Havre - - - -     | Brig - - - -  | 280   | 9    | Dunkirk - -    | Newcastle -   | Ballast - -   |
| "            | Vanilla - - - - | - - - - -         | - - - - -     | -     | -    | Seaham - - -   | Lynn - - - -  | -             |
| "            | William Cook -  | Yarmouth - -      | Schooner - -  | 93    | 6    | Hartlepool -   | Ramsgate - -  | Coals - - -   |
| "            | Chamelion - - - | Maryport - -      | Brig - - - -  | 138   | -    | -              | -             | -             |
| "            | Rapid - - - - - | Shields - - -     | Steam Tug     | -     | -    | -              | -             | -             |
| "            | Albert - - - -  | Aberdeen - -      | Barque - - -  | 276   | -    | Newcastle -    | -             | -             |
| "            | William Burton  | - - - - -         | Brig - - - -  | -     | -    | -              | -             | -             |

Officers of Coast Guard, Lloyds' Agents, Receivers of Admiralty Droits, and others resident



THE SEAS OF THE UNITED KINGDOM, FOR THE YEAR 1852.

ABANDONED; STRANDED and DAMAGED so as to require to DISCHARGE CARGO.

| No. | Nature of Casualty. | Wind.  |            | Lives Lost. | SITE OF WRECK—CREW HOW SAVED—REMARKS, &c.                              |
|-----|---------------------|--------|------------|-------------|------------------------------------------------------------------------|
|     |                     | Force. | Direction. |             |                                                                        |
| 1   | Collision -         | -      | -          | -           | Liverpool. Much damaged.                                               |
|     | Stranded -          | -      | -          | -           | Great Yarmouth, at St. Nicholas Gat. Discharged cargo.                 |
|     | Foundered -         | -      | -          | -           | St. Bride's Bay, St. David's. Sprung a leak and sunk.                  |
|     | Total Wreck         | 10     | N.         | -           | Total wreck.                                                           |
|     | Stranded -          | -      | -          | -           | Newcome Sand, 2 miles S. of Lowestoft. Got off and into harbour.       |
|     | Sunk -              | -      | -          | -           | Newcome Sand. Sunk.                                                    |
|     | Sunk -              | -      | -          | -           | Off Walney Island, Morecambe Bay. Sunk.                                |
|     | Total Wreck         | -      | -          | -           | Holyhead Bay. 43 persons saved by the Holyhead Life Boat.              |
|     | Sunk -              | -      | -          | -           | Newcombe Sand. Sunk.                                                   |
|     | Stranded -          | -      | -          | -           | On Whitby Rocks; put into Shields, leaky. Discharged cargo.            |
| 10  | Foundered -         | -      | N.N.E.     | -           | Portsoy. Sunk in the Outer Harbour.                                    |
|     | Stranded -          | -      | -          | -           | Allonby Bay, Maryport. Much damaged.                                   |
|     | Collision -         | -      | -          | -           | Contact with Pier. Got into harbour, much damaged.                     |
|     | Stranded -          | -      | -          | -           | Flimsby Bay. Damaged.                                                  |
|     | Sunk -              | -      | -          | -           | Margate. Sunk at her anchors.                                          |
|     | Stranded -          | 9      | S.S.W.     | -           | Saltfleet. Got into port leaky, and discharged cargo.                  |
|     | Total Wreck         | 7      | S.S.W.     | 13          | Hook Point, Waterford. Drove from anchors; total wreck.                |
|     | Abandoned -         | 9      | -          | -           | Londonderry. Drove from anchors; abandoned by crew.                    |
|     | Sunk -              | -      | -          | -           | Sunderland. Contact with pier; sunk.                                   |
|     | Collision -         | -      | -          | -           | Liverpool Dock. Contact with pier; stove in her bows.                  |
| 20  | Stranded -          | 10     | S.W.       | -           | Burnt Island. Drove from anchors; got into harbour much damaged.       |
|     | Total Wreck         | -      | -          | 2           | Liverpool; driven ashore at Hoylake; master and mate washed overboard. |
|     | Total Wreck         | 9      | S.S.W.     | -           | Bridlington, North of Pier. Broken up.                                 |
|     | Foundered -         | -      | -          | -           | Bulwarks washed away. Filled and sunk off Dudgeon.                     |
|     | Stranded -          | -      | -          | -           | Southwold Bar. Crew saved by Manby's mortar.                           |
|     | Stranded -          | -      | -          | -           | Skinburness. Drove from anchors.                                       |
|     | Ashore . .          | -      | -          | -           | Maryport, Allonby Bay.                                                 |
|     | Ashore . .          | -      | -          | -           | Ramsey, Isle of Man. Much damaged.                                     |
|     | Total Wreck         | 10     | S.byW.     | -           | Waterford, St. Patrick's Bay. Total wreck.                             |
|     | Total Wreck         | 10     | North      | 2           | Lough Foyle. Driven on the Tons Bank; master and one boy drowned.      |
| 30  | Total Wreck         | -      | -          | -           | Six miles east of Dunbar. Total wreck.                                 |
|     | Abandoned -         | -      | -          | -           | Near Hartlepool. Very leaky.                                           |
|     | Total Wreck         | -      | -          | -           | Thorpeness. Crew saved by Chard, of Thorpe, in his yawl.               |
|     | Total Wreck         | -      | -          | -           | Larne.                                                                 |
|     | Ashore . .          | -      | -          | -           | Islay, Bowmore.                                                        |
|     | Stranded -          | -      | -          | -           | Islay, Bowmore.                                                        |
|     | Stranded -          | -      | N.N.E.     | -           | (No place stated.)                                                     |
|     | Stranded -          | -      | -          | -           | Ailsa Craig.                                                           |
|     | Total Wreck         | -      | -          | -           | Whitehaven. Total wreck.                                               |
|     | Stranded -          | -      | -          | -           | Ramsey, Isle of Man. Damaged.                                          |
| 40  | Sunk - -            | -      | -          | -           | Sunk inside the Calf of Man.                                           |
|     | Collision -         | 8      | NNW.       | 1           | 30 miles West of Scilly.                                               |
|     | Foundered -         | -      | S.S.W.     | -           | Sunk off the Barnard, having struck on Benacre Point, Suffolk.         |
|     | Stranded -          | -      | -          | -           | Off Deal. Put into Ramsgate; damaged                                   |
|     | Stranded -          | -      | -          | -           | In contact with Pier, got off and put into Dover; much damaged.        |
|     | Ashore - -          | -      | -          | -           | Beaumaris. Drove from her anchor.                                      |
|     | Stranded -          | -      | S.S.E.     | -           | Between Dudgeon and Cromer Light, much damaged.                        |
|     | Ashore - -          | -      | -          | -           | Yarmouth. Got into port, leaky.                                        |
|     | Total Wreck         | -      | S.S.E.     | -           | Yarmouth. Total wreck.                                                 |
|     | Ashore - -          | -      | -          | -           | Put into Yarmouth, leaky, having struck on Aldbro' Napes.              |
| 50  | Total Wreck         | 10     | S.S.E.     | -           | Southwold. Total wreck.                                                |
|     | Abandoned -         | -      | -          | -           | Abandoned in a sinking state, 50 miles East of Shields.                |
|     | Ashore - -          | 10     | S.S.E.     | -           | Keel End, Holy Island.                                                 |
|     | Total Wreck         | 10     | S.S.E.     | -           | Filey Bay. Wrecked on Rocks.                                           |
|     | Total Wreck         | -      | -          | 3           | Skegness. Complete wreck; master and two of crew drowned.              |
|     | Total Wreck         | 10     | S.S.E.     | 1           | Southwold. Total wreck, 5 of crew saved by Manby's mortar.             |
|     | Ashore - -          | -      | -          | -           | Pwllheli. Got off; cargo discharged.                                   |
|     | Total Wreck         | -      | -          | 5           | Campbeltown. Total wreck, in the Sound of Sanda.                       |
|     | Total Wreck         | -      | -          | -           | Craster, Warkworth. Total wreck.                                       |
|     | Stranded -          | -      | -          | -           | Shields, Dortwick Sand. Drove from moorings; considerably damaged.     |
| 60  |                     |        |            |             |                                                                        |

on the Coast, are earnestly requested to supply information for the Wreck Register.

## COUNTY ASSOCIATIONS.

As already mentioned, one of the chief features of this Journal will be to bring into prominent notice the several County Associations and Local Committees that have long existed around our coasts, and to urge on the well-wishers to the cause the necessity of establishing others. The Anglesey, North Devon, Lincolnshire, Norfolk, and Suffolk, are, we believe, all the County Associations that there are at present; but we must own to possessing imperfect information on this point, and shall be gratified if the Local Secretaries will furnish us with brief histories of their respective establishments, the names of their committees, of the coxswains of the boats, and of the chief services their life-boats may have performed. The Local Committees at Liverpool, Shields, Sunderland, &c., will follow in their turn. We propose to take the stations in alphabetical order, and begin with Anglesey, trusting that the members of that long-established Association will pardon mistakes, supply omissions, and enable us to give a more complete account of their life-boats in a future Number.

ANGLESEY.—The Isle of Anglesey, it need hardly be observed, is one of the most salient points on the western coast of Great Britain, and lies immediately in the track of all vessels passing through the St. George's Channel, either to or from the important port of Liverpool; the arrivals and sailings at that port alone exceeding 40,000 vessels annually.

As might be expected, the number of wrecks on the Anglesey shores is great. The Wreck Chart for 1850, annexed to the Report of the Northumberland Life-boat Committee, shows only 19 wrecks on the island; but it appears that on the morning of the 29th of March, in that year, 36 vessels were seen on shore at once, near the northern entrance of Beaumaris Strait. Every assistance, then, which can be afforded by life-boats, rockets, mortars, &c., should be given, and the necessity for maintaining them in an efficient state on this island would seem to be as imperative as on any other part of the coast of the United Kingdom.

The life-boats in this island are managed by the committee of an Association, of which

the Rev. J. WILLIAMS, of Llanfairynghornwy, is the zealous honorary secretary. There are six stations—three on the north coast, one on the extreme west, and two on the south. Three of the boats were originally placed by the Shipwreck Institution, the remainder by the Branch Association, which latter supports them all by a fund raised by local subscriptions, and which averages from 50*l.* to 60*l.* per annum. We proceed to describe the boats in the order in which they are numbered by the Branch Association, although it rather interferes with the regular topographical arrangement we usually desire to follow. They are—1. Cemlyn; 2. Holyhead; 3. Rhoscolyn; 4. Penmon; 5. Llandwyn; 6. Moelfre.

1. CEMLYN lies at the north-west angle of the island, and near the dangerous rocks called the Skerries, West Mouse, Harry Furlong, and Coal Rock. Prior to the placing a beacon on some of these rocks by the Trinity Board of London, the occurrence of wrecks was frequent, but latterly, it is gratifying to learn, it has much decreased. We had hoped to have been able to submit to our readers a Wreck Chart of the Isle of Anglesey for the last seven years, and of the region of the Skerries in particular, but it has not yet reached us: at some future day we will endeavour to supply the omission, as we are satisfied from experience that a graphic representation of wrecks tells its tale far more expressively than any words we can use. The sable border of wrecks, if the phrase may be permitted, that fringes the coasts of the United Kingdom for the years 1850 and 1851, makes one tremble to gaze on it; and when we consider that each black dot that marks a wreck, records also the loss of human life, it becomes still more fearful, and silently, yet urgently, calls upon us "to be up and doing."

The life-boat placed here is light, and of the whale-boat form, 26 feet long, 6½ feet wide, 3½ feet deep, and pulls 5 oars, single-banked: it was built in 1828, by HARTON of Limehouse, after a model by Mr. GEORGE PALMER, late M.P. for Essex, at the expense of the National Shipwreck Institution. The boat is clench-built of elm and fir, with detached side air-cases up to the level of the

thwarts, and raised air-cases 4 feet long each, up to gunwale height, in the head and stern sheets ; it has no means of freeing itself of water, nor of self-righting in the event of being upset, but is said to pull fairly, and might carry from 18 to 20 persons, including the crew, in case of need. This boat being 24 years old is reported by the local secretary as unserviceable, and it has been decided by the Parent Institution to replace it at the earliest opportunity. A stouter boat with a flatter floor, to pull 8 oars, would probably be better adapted to the boisterous sea of this coast.

The boat-house is 30 feet long by 10 feet wide, but the door only 7 feet wide, we believe, or a few inches wider than the boat ; a fault common to many boat-houses. It stands near high-water mark in a sheltered spot on the west side of the bay ; the distance is 200 yards to low water, chiefly over shingle, but partly on soft mud, over which perhaps a "hard," sufficiently wide to launch the boat, might be made without much difficulty. The boat stands on a low carriage or launching truck, having wheels about 18 inches in diameter.

As there are few sailors about Cemlyn, the crew of the life-boat consists chiefly of men who occasionally go out as fishermen ; the coxswain, JOHN WILLIAMS, aged 42, has been in a coasting vessel. It would be a great advantage here, as well as elsewhere, if the crew could be regularly trained and go out for exercise at least once a quarter ; the best life-boat that can be built is of little avail without a trained crew.

If there is a difficulty in getting a crew at Cemlyn, it might perhaps be worthy of consideration whether the life-boat would not be more usefully stationed at Cemmaes, a well-sheltered cove about 2 miles to the eastward, where there are always sailors and fishermen to be found.

There are four 9-pounder rockets by DENNETT, of the Isle of Wight, and one 6-pounder rocket by CARTE, of Hull, at this station, removed hither, we believe, from Rhosneigr, on the south coast of the island, about the year 1840. There is also a 5½-inch brass mortar with Manby's apparatus.

The Cemlyn life-boat has, we believe,

been the means of assisting vessels in distress and of saving life on several occasions, but from want of a complete set of Reports of the Branch Association we are only able to record the following :—On the 29th August, 1838, saved 2 men from the schooner *Trafalgar*, of Dublin ; on the 29th November, assisted the schooner *Francis*, of Penzance. On the 23rd February, 1840, landed 4 men from the schooner *Diana*, of Mostyn ; and probably has been useful at other times, both before and since these dates, but of which we have no record.

2. HOLYHEAD is a very important station, and will daily become more so, as the refuge harbour in the west bay advances. The life-boat stationed here is of the usual whale-boat form, but with very little sheer of gunwale ; clenched built, of wainscot, 32 feet long, 6½ feet wide, 3 feet deep, and pulls 8 oars single banked ; built at Holyhead, under the superintendence of the late Mr. JAMES SPARROW, in 1825, and is said to pull fairly. The boat has side air-cases, fore and aft, 2 feet wide up to the level of the thwarts, and air-cases in the extremes 4 feet long, raised up to gunwale height. She has no means of freeing herself of water, nor of self-righting in the event of being upset ; she might carry 28 persons, including her crew, in case of need.

Until the year 1850, this boat was in charge of the Collector of Customs ; she is now in that of Lieutenant LASCELLES, R. N., Harbour Master, and has been put in fair serviceable order. She stands on a low carriage or launching truck, diameter of wheels about 18 inches. The boat-house is 36 feet long, 10 feet wide, but the doorway only 8 feet wide, which is too narrow ; it stands about 500 yards from the pier-head, but in the winter the boat is kept on the pier close to a crane by which she can be lowered into the water at all times of tide ; a very good regulation. The crew of 10 men is made up of pilots and fishermen, who are always to be found on the spot ; the coxswain is RICHARD OWEN, aged 69.

There is a 5½-inch brass Manby's mortar here with the necessary gear ; but no rockets. It is, however, a very suitable place for them, especially as they could be sent to Rhoscolyn

and other places along the south coast of the island by the Chester and Holyhead Railway, the Directors of which Company have liberally promised a special engine for the purpose whenever required in case of wreck. Were the whole of the mortar apparatus quite complete, with rockets and lines kept in a small cart ready to start off by rail, (accompanied by competent persons,) directly a wreck was reported, it might be the means of saving many a life along this, for the most part, iron-bound coast. May we express a hope that the Anglesey Branch will take this subject into their favourable consideration.

The Holyhead life-boat has been the means of assisting several vessels in distress and of saving life, we believe, on many occasions. But the only instances we can find recorded, in the imperfect series of Reports which we possess, are the schooner *Anaxibia*, which she assisted in the memorable gale of the 7th January, 1839, and three other vessels, names not mentioned, on the 29th October, 1843. But within the last month she has been eminently serviceable in saving the lives of 43 persons from the *Town of Wexford* steamer, which stranded and sunk in Holyhead east bay, on the 4th January, 1852, on which occasion, being unable to pull off, owing to the strength of the gale, the boat was towed off by a tug steamer, and in three trips happily succeeded in bringing ashore the whole crew; half an hour after the last trip, the wreck broke up and sunk. The Shipwreck Institution, in addition to the local reward, voted the sum of 11*l.* on this occasion; 1*l.* to each of the crew, and 2*l.* to the coxswain.

### 3. RHOSCOLYN (to be continued.)

#### FISHERMEN AND FISHING-BOATS.

Although this Journal is chiefly intended to circulate information respecting life-boats and other means of saving life from shipwreck, we cannot overlook the fact that in many, if not in most cases, it is to fishermen we must look to man our Life-boats in case of need. And if we are to have their services at such a time, why should not they in return be entitled to some benefit at our hands. This might be done in several ways, into the details of which, at present,

it is unnecessary to enter; but some of the most obvious means would be to afford them, in many districts, an improved form of boat, and to see if the fishing-boat could not have some, at least, of the qualities of a life-boat;—such a boat, we are aware, has lately been built by the Messrs. WHITE, of Cowes, for Erris, on the north-west coast of Ireland, and a fine boat it is, and we shall be glad to hear of its success. We might also aid fishermen by advice, and endeavour to impress on them the advantage they would derive, in Scotland especially, by abandoning the practice of taking spirits out with them in their boats; in putting their earnings into savings' banks; in a more careful observance of the Sabbath; and point out the greater happiness to their wives, their families, and themselves, that would be the sure result. This, however would require more leisure, and more space than we have at command, as well as the aid of some one familiar with the habits of our fishermen. For the present, then, we can merely state that the number of fishing-boats on the coast of England alone, in 1849, was 4700, employing 20,460 men and boys; in Scotland 15,062 boats, with 60,346 men and boys; in Ireland 15,242 boats, employing 68,380 men and boys; giving a total of 36,000 boats, manned by 150,000 persons, some of whom on the north-west coast of Ireland, are still fishing in the primitive curragh of wickerwork and hide that was in use by our forefathers some eighteen centuries ago. Need we wonder then that we commonly hear of accidents to fishing-boats, not at Yarmouth, or Hastings, or Mount's Bay,—the last of which are some of the finest fishing-boats in the United Kingdom,—but at Newbiggin, where four cobbles were upset and 14 fishermen drowned last March; in Ireland, where, in Dundrum Bay, the officer of Coast-guard reports 77 fishermen drowned within the last few years; and on the north-eastern coast of Scotland, where, in a few short hours, in the gale of the 19th August, 1848, not less than 100 fishermen were swept into eternity. Could we suggest a remedy to mitigate such fearful disasters we might more confidently look for the aid of fishermen to help in our life-boats in time of need.

## ADDITIONAL LIFE-BOAT STATIONS.

Fully impressed as we are with the conviction that more life-boat stations, and improved organization of the boats already established, are the two most pressing wants on our coasts, we are gratified to be able to announce that since the publication of the *Northumberland Report* six new life-boats have been placed, while others are in course of construction. The first of these has been placed at Ramsgate, through the liberality of the Ramsgate Harbour Trustees; the others at Rhyl, Lytham, Teignmouth, Llanelly, and Tenby, by the Shipwrecked Fishermen's and Mariners' Benevolent Society.

**RAMSGATE.**—The vicinity of this station to the Goodwin Sands, from the north end of which it is distant only 6 miles, renders it peculiarly appropriate for a powerful life-boat. The harbour trustees, accordingly, having witnessed the satisfactory performance of the boat built by BEECHING, of Great Yarmouth, after the model which gained the Northumberland premium, have purchased her, and stationed her at this port. The boat is 36 feet long,  $9\frac{1}{2}$  feet wide,  $3\frac{1}{2}$  feet deep, and pulls 12 oars, double-banked; weight of boat and gear, 86 cwt., of water-ballast 60 cwt.; she frees herself readily of water, and will right in the event of being upset. A boat-house is in the course of construction, and the boat, placed under the charge of the well-known and experienced harbour-master Captain MARTIN, is sure to be well taken care of. Coxswain, JOHN HOGGIN; second coxswain, STEPHEN PENNY. Why should we not have a similar boat at the Dockyard Slip at Deal?

**RHYL**, in Flintshire, on the north coast of Wales, lies about eight miles west of the Point of Ayr, one of the stations of the Liverpool Dock Trustees. It lies in the track of all vessels bound to the river Dee and to Chester, and from the Menai Straits to Liverpool; several bad wrecks have occurred in the neighbourhood, and it is an important station. The boat placed here is a shallow, nearly flat-bottomed boat, of corrugated and galvanized iron, built by FRANCIS, of New York, 27 feet long, 7 feet wide,  $2\frac{1}{2}$  feet deep, and pulls 6 oars single-banked. It stands in a boat-

house on the beach, between the river and the sea, on the west side of the Clwyd, near high-water mark; OWEN JONES, coxswain of life-boat.

**LYTHAM** lies on the north side of the entrance of the river Ribble, which leads up to Preston, about seven miles north of Southport, where there is a life-boat chiefly supported by the Liverpool Dock Trustees. The entrance of the river is encumbered by sand-banks, and many wrecks have happened, one a very disastrous one in the summer of 1851. The life-boat stationed here is 28 feet long, 7 feet wide,  $3\frac{1}{2}$  feet deep, and pulls 10 oars double-banked; weight of boat and gear  $35\frac{1}{2}$  cwt., of water-ballast 25 cwt.; frees herself of water, and will right if upset; built by BEECHING, of Great Yarmouth. The boat-house stands on the sands in front of the town. WILLIAM SWAN, coxswain of the boat.

**LLANELLY.**—A trial of a life-boat, built by Mr. JAMES BEECHING, of Great Yarmouth, to be stationed at Llanelly, on the south coast of Wales, by the Shipwrecked Fishermen and Mariners' Benevolent Society, took place at Woolwich, the week before last, in presence of Admiral HENRY HOPE, C.B., Lord HENRY CHOLMONDELEY, and several members of that Society. The boat is 26 feet long, 6 feet 4 inches wide, 3 feet deep, has 26 inches sheer of gunwale, and pulls 8 oars, double-banked. She has side air-cases, fore and aft under the thwarts, and raised air-cases, 4 feet long in the extremes, up to the gunwale height. She is clench-built, of fir, and weighs, when light, only 21 cwt., gear 5 cwt., and water-ballast, when admitted, 18 cwt. Draft of water when light, 9 inches, when loaded  $16\frac{1}{2}$  inches. On being hove keel out under a crane, the boat righted herself in 5 seconds of time, and freed herself of water in 20 seconds.

The boat took 10 men on board, besides her crew, and in smooth water pulled fast. She is intended to be stationed at Llanelly, where she will be hoisted up to the davits of the light vessel that lies several miles off-shore, as a guide to the very intricate navigation of that part of the British Channel; which renders it liable to wrecks.

(To be continued.)

# The Royal National Institution

FOR THE

## PRESERVATION OF LIFE FROM SHIPWRECK.

ESTABLISHED IN 1824.

SUPPORTED BY VOLUNTARY SUBSCRIPTIONS.

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HER MOST GRACIOUS MAJESTY THE QUEEN.

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20 JOHN STREET, ADELPHI, LONDON.

## AWARD OF MEDALS, &amp;c.

The following is a list of the principal cases in which Rewards have been granted for saving life, by the National Shipwreck Institution, during the year 1851:—

January 2.—The emigrant barque *Edmund*, wrecked 19th Nov., at Kilkee, on the coast of Clare; 116 out of 216 persons saved by the Coast-guard men of the Kilkee Station. A silver medal to each of the six men, and a reward of 12*l.* To Mr. RICHARD RUSSELL, J.P., and his butler, who also gallantly exerted themselves on the occasion, a silver medal each.

January 16.—The emigrant ship *Adelaide*, wrecked 13th Nov. on the Blackwater bank, on the coast of Wexford. Crew and passengers saved by the ship's long-boat and three fishing-boats. Reward 17*l.*

January 16.—The ship *Mountaineer*, from Quebec to Newport, wrecked 15th Dec. in Dunmanus Bay, on the coast of Cork. Crew of 28 persons saved. A case of distinguished gallantry. Gold medallion to Lieut. Goss, R.N., of the Dunmanus Coast-guard Station, and a silver medal to each of his five men.

January 30.—The Brig *New Commercial*, from Liverpool to the Spanish Main, wrecked 11th Jan., on the Brissons' Rocks, Land's End. The master, his wife, and one of the crew saved. A case of great and distinguished gallantry. Gold medallion to Captain GEORGE DAVIES, R.N., and to Mr. THOMAS RANDALL, Commander of the Revenue cutter *Sylvia*. A silver medal to each of the men under their charge, ten in number; and a reward of 11*l.* to the crews of two fishing-boats.

January 30.—The cutter *Adele*, wrecked 16th Jan., on the Soubreaux Rocks, on the coast of Guernsey. Crew saved just as the wreck was breaking up. Silver medal and 1*l.* to JOHN MITCHELL, pilot, and to his crew of four men a reward of 4*l.*

February 6.—The Austrian brig *Nono*, wrecked in Killala Bay, on the coast of Mayo. Crew and two pilots saved by the Coast-guard men of the Ross Station. Reward 6*l.*

February 6.—The Neapolitan brig *En-*

*richetta*, from Barletta to Limerick, wrecked 18th Nov. last, at Kilshannig, Castle Gregory, in Tralee Bay, on the coast of Kerry. 10 out of 12 of the crew saved by wading into the surf to their rescue. Silver medal and 1*l.* to JOHN TOWN, chief boatman of the Castle Gregory station, and to the other men who assisted him, a reward of 5*l.* 10*s.*

February 13.—The schooner *Mary*, wrecked at Exmouth, on the 5th January. Silver medal to THOMAS PINCOMB, junior, pilot, who was upset from his boat in going off to rescue the crew.

February 13.—The schooner *Maria*, from Newport to Cork, wrecked 19th Nov. last, at Pill Point, near Milford Haven. Crew saved by a shore boat. Silver medal to Mr. LANDELLS, tide surveyor, and to his boat's crew, 5*l.*

March 6.—The schooner *Martin*, wrecked 16th Jan., at Rock Point, on the coast of Antrim. Crew saved by the Coast-guard of the Cushendun Station. Reward, silver medal to Lieut. KENNEDY, R.N., and to his boat's crew, 7*l.*

March 13.—The brig *Percy*, wrecked on the 13th Jan., 1843, near Tynemouth Castle. Four out of six of the crew saved by a shore boat. Silver medal, to WILLIAM WHEELER, pilot, who gallantly pulled off in the boat, and who has on several occasions distinguished himself in saving life.

March 20.—The smack *Rebecca*, wrecked 19th Nov., 1850, at Nevyn, on the southwest coast of Carnarvon. Crew rescued by wading into the sea. Reward, 3*l.* 10*s.*

March 20.—The brig *Saxon Maid*, from Sunderland to Bordeaux. Wrecked 3rd Feb., on the Whitby Rock. Crew saved by a shore boat. Reward, 3*l.*

April 3.—The brig *Mary White*, wrecked 6th March, on the Goodwin Sands; seven out of ten of the crew saved by the Broadstairs life-boat (built and presented by the Messrs. White, of Cowes, to their native place). A case of great gallantry. A silver medal to each of the crew, eight in number.

April 3.—A boat upset 18th March, in the roadstead, Cowes, Isle of Wight. Crew saved by a shore boat. Reward, 2*l.* 10*s.*

April 3.—The schooner *Shamrock*, wrecked 5th Feb., on the Blackwater

Bank, on the east coast of Wexford; crew saved by a yawl's crew, and the Coast-guard men of the Blackwater Station. Reward 4*l*.

April 3.—The French brig *Fletan*, wrecked 15th Feb., in Whitsand Bay, on the coast of Devon; crew saved. Silver medal to Mr. J. G. ANDERSON, R.N., chief officer of Stoke Coast-guard Station, and 2*l*. to RICHARD ANDREW.

April 10.—Fishing-boat swamped at Burntisland, Aberdour, on the S.W. coast of Fife. Crew saved. Reward 3*l*.

May 22.—The brig *John and Hannah*, of Shields, wrecked 19th March, on the Brookhill Shoals, near Waterford. Crew saved by W. P. GOSSARD, pilot, and his boat's crew. Reward, 5*l*.

June 12.—At Newbiggin, Northumberland, on the 13th March, four fishing cobles upset, and 14 men drowned. A silver medal voted to each of the five fishermen, JOHN DENT, PHILIP JEFFERSON, WILLIAM ARMSTRONG, ROBERT ARMSTRONG, and HENRY BROWN, who distinguished themselves on that occasion in endeavouring to save the lives of their companions.

June 12.—The Greek brig *Melpomene*, wrecked March 19, near Dungeness. Crew saved by Mr. J. WILCOX, chief officer of the Lydd Coast-guard station, T.RIVERS, and two other Coast-guard men, with ropes. Reward, two silver medals and 2*l*.

June 19.—The brig *Mary*, of Whitby, wrecked 4th June, on Whitby Rocks; crew saved by a shore boat. Reward 5*l*.

June 26.—To each of the four following Tyne pilots, recommended by the Local Association, as having distinguished themselves in going off to save life in the Shields life-boat, a silver medal:—

|                                            |       |
|--------------------------------------------|-------|
| JACOB HARRISON, who has gone off 48 times. |       |
| JOHN BURN, sen.                            | 25 ,, |
| JOSEPH SMITH                               | 22 ,, |
| JOHN MILBURN, superintendent               | 16 ,, |

June 26.—The schooner *Bethel*, wrecked near Robin Hood's Bay, seven miles south

of Whitby; crew saved by the Coast-guard boatmen. Reward, 3*l*.

July 3.—Cases of 4 boats upset on different parts on the coast of Ireland. Crews saved. Rewards 4*l*. 15*s*.

October 30.—The yacht *Owen Glendower*, wrecked 25th Sept., off the Arran Isles, at the entrance of Galway Bay, on the west coast of Ireland; fourteen persons saved by the long-boat of the Russian barque *John*, manned by the mate and a crew of five men. Reward, silver medal to THOMAS LARKIN, mate, and 5*l*. to his crew, and silver medal to Mr. JOHN HEIN, Master of the barque.

October 30.—The sloop *Friend's Goodwill*, wrecked 25th Sept., near Sandsend, Whitby; crew saved by shore-boat, manned by five labourers. Reward 5*l*.

October 30.—To Mr. RICHARD PEARCE, Lloyds' agent at Penzance, for his repeated services in saving life from shipwreck—a silver medal.

October 30.—To WILLIAM HOOD, coxswain of the life-boat at Seaton Carew, four miles south of Hartlepool, Durham, for going off to wrecks thirty-two times, and having assisted in saving 120 persons—silver medal.

Nov. 27.—To SAMUEL MOODY, coxswain of the life-boat stationed at Skegness, Lincolnshire, recommended by the Lincoln County Association as having personally assisted in saving 53 lives—a silver medal.

Nov. 27.—To the coxswains of the five life-boats, supported by the Liverpool Dock Trustees, for having distinguished themselves in going off to save life, a silver medal each:—

THOMAS EVANS, coxswain of the Magazines life-boat, who has gone off 106 times; PETER CROPPER, of the Liverpool life-boat, 96 times; JOSEPH FORMBY, of the Formby life-boat, 70 times; ROBERT BECK, of the Point of Ayr life-boat, 60 times; GEORGE DAVIES, of the Hoylake life-boat, 59 times.

Nov. 27.—A boat wrecked 28th Sept., on Cape Clear, on the coast of Cork. Crew saved. Reward 4*l*.

\* \* \* *As the whole Annual Cost of this Publication will not exceed 1*s*. 6*d*., our friends would oblige us by obtaining as many Subscribers for the work as they can, and order it through the nearest Bookseller.*

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