

THE LIFE - BOAT,

OR

JOURNAL OF THE NATIONAL SHIPWRECK INSTITUTION.

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AN APPEAL.

A leading object of this publication being to draw attention to the deplorable loss of life from shipwreck which periodically takes place on our shores, we propose, in our present Number, to take a brief general review of the subject, for the information of such of our readers as may not be already acquainted with it.

As stated in our last, it has been computed that an average of about 700 deaths from shipwreck and accident at sea, annually occur on the coasts of the United Kingdom.

With this fact before us, and with the instinctive appreciation of the blessing of life, which each one of us bears in his own bosom, we need surely do no more than revert to the fact, and to the Scriptural injunction, to "do to others as we would they should do unto us," and we feel persuaded that we shall at once carry the minds of our readers with us when we affirm the necessity that exists for adequate and immediate means being employed to diminish so fearful an amount of human calamity.

But, that necessity being granted, the question next presents itself—On whom devolves the duty of supplying it? From the circumstances attending shipwreck, the sufferers are necessarily unable to help one another, and they must, therefore, receive extraneous aid, or perish.

Shall they, then, look to the inhabitants of the locality where they are stranded? But the cost of constructing life-boats and providing other appliances for their succour is great, and the residents on our coasts, excepting at

large sea-port towns, are proverbially poor; consequently, although they may possess amongst them generous spirits, stout hearts, muscular arms, and a ready will, yet these valuable qualities are insufficient of themselves, a fact to which striking and melancholy testimony is borne by the number of widows and orphans to be met with on our coasts, who mourn for those, who, whilst endeavouring, with imperfect means at command, to rescue the lives of others, have lost their own.

Besides, if the inhabitants of our coasts were better able than they are to bear the cost of providing life-boats, &c., we see not why it should fall exclusively as a tax on them, from the mere accident of their residing on the coast. Neither do we perceive any reason why the cost should be borne alone by the charitable portion of the public.

The history of this country attests that she has attained her present commercial greatness through the instrumentality of her seamen, and who have thus established a claim on the whole community, for what class, or even individual, is there amongst us who is not benefited by our commercial prosperity? There are probably few persons, if any, who are not better fed, better clothed, and better housed as a consequence of it. Have not, then, a class of men who contribute so largely to the comfort and therefore happiness of their countrymen—who are the amassers of wealth for others rather than themselves (for their calling is not a lucrative one)—who are exposed, in the exercise of that calling, to so many more dangers than the followers of any other occupation what-

ever, and who, when falling into those dangers, have no means for helping themselves. Have not such a class of men a strong claim on their countrymen of all classes, whether residing on the coast or inland, to extend a hand to their rescue. And indeed we look forward to the time as not being far distant when this claim will be generally recognized, as it has already been by the merchant princes of the City of London, and when the nation shall atone for her past neglect of her "sons of the wave" (alas! too often its victims), by adding such an annual Parliamentary Grant to the sums raised by voluntary contributions, as shall provide suitable and adequate means for the rescue of shipwrecked crews on every coast of the United Kingdom.

Hitherto all efforts to save the shipwrecked mariner have been confined to the National Shipwreck Institution, supported, but most inadequately so, by voluntary contributions; to the various local Associations on different parts of the coast; and to those brave men who, in their own open boats, and without the prospect of pecuniary reward, have nobly and disinterestedly imperilled, and often lost, their own lives in making those efforts.

Another valuable institution, The Shipwrecked Fishermen and Mariners' Benevolent Society, has now, also, in addition to the object for which it was originally established, undertaken to provide life-boats and rocket and mortar apparatus for saving life.

It might be supposed by some, that thus ample means are already furnished, but on reference to the Report of the Northumberland Life-boat Committee, quoted in our last Number, it will be found that all means hitherto adopted have been wholly inadequate—life-boats have been too few in number—of imperfect form and construction—often unsuited to the nature of the locality where stationed—they have, at many places, been under indifferent management—their crews have seldom or never been practised in them—and in many instances they have been suffered to fall into decay, and have become totally useless.

We have not made these statements with a view to pass strictures on those public bodies who have hitherto undertaken the provision of life-boats, &c. They have done

what they could. They have come forward amidst general apathy. Honour, therefore, to whom honour is due. Their imperfect working has arisen from the want of adequate pecuniary support; from the necessarily disunited and desultory nature of their efforts; and from public indifference to the subject.

Let us hope, however, that a new era is before us. As a first advance towards it, thanks to the liberality and public spirit of His Grace the Duke of NORTHUMBERLAND, a far nearer approach to a perfect life-boat has been obtained than previously existed. Such an amount of public attention has been drawn to the subject, as must, we feel satisfied, ensure a large increase of voluntary contributions towards the cause, which we trust may hereafter be yet further assisted by a National Grant. And lastly, if the Crown could be induced to appoint an Inspector of Life-boats and life-preserving apparatus, who would be invested with the supervision and inspection of all those boats towards the establishment and maintenance of which the aid of Government had been contributed; doubtless his general experience would soon be taken advantage of even by those local bodies who wholly support their own boats, and he might thus become a medium of union which, by leading to a uniform system of management throughout the country, would impart to the whole means every where employed for the preservation of life from shipwreck, the advantages always derivable from combination and unity of direction.

WRECK ON THE BRISSON ROCKS, CORNWALL.

It was stated in our first Number that a part of the plan of this Journal would be to place on record deeds of gallantry in saving life from shipwreck, as an example and encouragement to others "to go and do likewise;" and perhaps in the annals of disasters at sea it would be difficult to select an instance that, for bold daring and cool judgment on the part of the officers and men of the Coast-Guard and the fishermen near the Land's End, surpasses the case we are about to relate. We have abridged the nar-

rative from the *Royal Cornwall Gazette* of the 17th January, 1851, to which paper it was contributed, we believe, by the Rev. — GREGORY, rector of Mullion, who was an eyewitness of the deeds that he recounts:—

Early on Saturday morning, the 11th January, 1851, the brig *New Commercial*, of Whitby, 250 tons burden, SANDBERSON master, bound from Liverpool to the Spanish Main, in a thick fog and fresh breeze from the S.S.W., struck upon a ledge of rocks which connect the Great and Little Brisson, two islets rising from 60 to 70 feet above high-water mark, about one mile off the bluff headland of Cape Cornwall, and four miles northward from the Land's End. The sea running very high, the vessel immediately went to pieces; and the crew, nine men, with one woman, the wife of the master, got on the ledge. They were discovered from the shore as soon as day broke, but no assistance could then possibly be rendered them. In this perilous condition the poor creatures remained until about 9 o'clock, when they were all washed off together by one tremendous wave, when seven of the ten sunk at once into a watery grave. Of the remaining three, one, a Mulatto, ISAAC WILLIAMS, contrived to get on a portion of the floating wreck; and after having been beaten about for some hours, was rescued by five fishermen belonging to Sennen, a small fishing cove close to the Land's End, who determined, with that bold and resolute spirit for which these men are distinguished, to launch their boat, the *Grace*, through the breakers, in which they happily succeeded, and eventually, after encountering great difficulty and risk, they rescued the poor Mulatto from his perilous situation.

The other two, the master and his wife, when they were carried off the ledge, which covers at half tide, were washed upon the Little Brisson Rock, which rises in a peaked head, and is the resort of numerous sea fowl. The master first gained a footing upon the rock, and upon looking around him saw his wife struggling in the waves, but sufficiently near to enable him to stretch out his hand and pull her in.—While the Sennen fishermen were occupied in rescuing the Mulatto, H.M. Revenue Cutter *Sylvia*, commanded

by Mr. FORWARD, was seen gallantly working round the Land's End, having been ordered to the spot by Captain DAVIES, R.N., the late, and still acting Inspecting Commander of the Coast-Guard of this district. Captain DAVIES himself, with Lieutenant MAXEY, R.N., of Sennen, and Mr. PAULE of Pendeen, took up their stations upon the lofty promontory of Cape Cornwall, overlooking the Brissons. On reaching the point, Mr. FORWARD launched his boat, and attempted with a crew of four men to get near the rock. But the attempt was fruitless; and it was only with great difficulty that he regained the cutter, to the great relief of Captain DAVIES and the numerous spectators upon the cliffs, who rejoiced to perceive, that though success did not attend his daring exploit, still he himself and his gallant crew at least were safe.

It was now growing late, and nothing more could be attempted in the way of rescue for the day, so Mr. FORWARD hoisted his colours and hove-to his craft to encourage the poor sufferers, who were now to be left to spend the wretched night, which was gathering its shadows round them, without food or shelter, and exposed to the wind and rain, upon this desolate rock, amid the wide waste of waters; and to assure them that, under God, they had still a friend, who, with His blessing, would stand by and not forsake them.

On Sunday morning, the wind happily drew a little to the S.E., which caused the sea to abate. All hands were immediately on the alert, and, if great excitement prevailed among the people along the coast on Saturday, it was not at all lessened on this day. Hundreds began to assemble as soon as it was light, and the number greatly increased as the day wore on. Towards the middle of the day, the sun shone out, and by lighting up the coast, with the magnificent scenery all around, added greatly to the feverish interest of the scene. At one o'clock, four boats were approaching from Sennen Cove; three manned by fishermen and one by the Coast-Guard; and at the same time Captain DAVIES arrived, having embarked in a preventive boat at a small cove called Pendeen, about three miles N.E. of the spot,

with four preventive men and one miner, taking rockets with him which he had brought from Penzance. The cutter's boat also was manned by Mr. FORWARD, so that six boats were speedily on the spot.

By this time the scene had become one of the most exciting description, and the crowds of people upon the cliffs could not have numbered less than five or six thousand. And as each boat arrived at the site, the cheers of this vast multitude, awaking all the echoes of this cavernous coast, added not a little to the excitement.

The sea still ran so high that no boat could venture within one hundred yards of the rock. The 9-pounder (DENNETT'S) rockets which Captain DAVIES had taken with him in the preventive boat, (a light galley only 26 feet long by 5 feet wide,) had never been tried here before, even from the shore, and, we believe, never elsewhere from a boat. By the printed instructions, the person firing should be several feet in the rear to be free from danger. One of the men, SELLY, a gunner, volunteered to fire them, although he had never seen one used before; but Captain DAVIES, with that generous and disinterested consideration which marks his whole conduct, would not suffer any one of his crew to incur a risk which he himself did not share; so, after anchoring his boat within about 100 yards of the rock, erecting the triangle or rocket frame, placing another boat astern to train his own, and having put his crew into one of the Sennen boats, he remained alone and with his own hand discharged the rocket. He was enveloped for the instant in a sheet of flame from the back fire. Happily, however, he sustained no injury; but the line which reached the rock, fell unfortunately upon a sharp ledge, that cut the rope, so that the end of it slipped off into the sea. It is impossible to describe the disappointment experienced by the people upon the cliffs and in the boats at this unfavourable result of such a daring experiment. After a short delay, however, another rocket was prepared, which Captain DAVIES again himself discharged; and this time the cord fell on the rock close by the man, to the great joy and delight of the assembled multitude, whose minds had

been so long oscillating between hope and fear.

As the line fell on the rock, the woman was observed to raise her clasped hands to Heaven in apparent thankfulness. At this critical moment, the sun shone forth once more with increased brilliancy, and whilst it seemed to speak hope to the bosom of the anxious spectators, the man on the rock was seen to fasten the line around the waist of his wife and to encourage her to take the fearful leap—whilst she lingered and hesitated to jump into the foaming waters. After some little time, however, his persuasions prevailed; they took an affecting leave of each other, and amid the breathless expectation of all, she made the awful plunge for life or death from a height of about 12 feet. At this moment three immense waves broke in rapid succession, perilling the safety of all. For a time, indeed, the boats were entirely hidden from the view of the spectators, and the loud cry broke forth from thousands of voices 'They are gone.'—The females, in particular, among the crowd were so horror-stricken, that they turned away their heads from the fearful spectacle before them and shrieked aloud.

But soon again the boats were seen above the swelling waves, and the lofty cliffs once more rung with approving cheers. The line was drawn with great judgment; and after about three minutes the poor woman appeared. She was taken into one of the boats, but the blows from the waves were more than her exhausted frame could bear. No attention that could be shown her was spared. The men took off their own clothes to cover her, and used every effort to restore animation. She breathed, but by the time the boat reached the Cove, life had fled. After the master had persuaded his wife to leave him, he fastened the cord around his own waist, and was drawn, greatly exhausted, into one of the other boats, and shortly after landed at Sennen, where the survivors received every care from Mr. QUICK, surgeon of St. Just, and especially from Mrs. MAXEY, at the Coast-Guard Station, of whose kindness ISAAC WILLIAMS said "she could not have done more for me had I been her own son."

We are often doomed to witness fearful shipwrecks on the exposed coast of Cornwall, but no disaster of the kind has excited such intense sympathy in the neighbourhood as the present, and its peculiar circumstances have thrown an interest around the Brissons which will not soon die away.

Commander DAVIES had been promoted to the rank of Captain only a few days before this shipwreck took place, for former gallant services. He has received a medal from the Humane Society, 3 medals from the National Shipwreck Institution, 2 from the late King of the French, 3 pieces of plate from the Shipping Association and the Danish Government, and a sword from the French Chamber of Commerce, for services of a similar kind performed elsewhere, in the course of which he has been personally engaged in saving 200 lives from shipwreck.

On the present occasion Captain DAVIES was awarded the gold medal of the National Shipwreck Institution, and the "highest approbation of the Lords of the Admiralty." The medal of Lloyd's was also conferred upon him for his conduct on this occasion conjointly with numerous former services, and he is the only officer now living who can boast of this latter distinction.

Shortly after the occurrence above narrated Captain DAVIES was appointed 'Inspector of Life Boats' to the Shipwreck Institution, on the nomination of His Grace the Duke of NORTHUMBERLAND, the President; an office which he has since necessarily vacated on being elected to the post of Chief Constable of the county of Cambridge; he continues however a member of the Committee of Management of the Institution.

Since the above was in type, and at the moment of going to press, we have received the following gratifying proof of the estimation in which Captain DAVIES' services are held:—

Admiralty, 20th March, 1852.

DEAR SIR,

It gives me much pleasure that I am able to offer you, for your son, the first naval cadetship which has fallen to me,—as it enables me to express to you that I offer it as a high mark of my approbation of

the great services you have rendered to the cause of humanity, and of the respect which I feel for your gallant conduct at the Land's End.

Yours, &c.,

NORTHUMBERLAND.

Captain George Davies, R.N.

This is as it should be. The whole naval service, nay, all friends to the cause of humanity, will rejoice at this public and prompt acknowledgment of such gallant conduct. Acts like these will add a pearl to the Ducal coronet, more precious than any previous acquisition of the House of Percy.

A silver medal was awarded by the Shipwreck Institution to each of the Coast-Guard men who went off in the Pendeen boat, namely, JAMES BURN and W. H. SELLY, commissioned boatmen; T. KEELEY and R. EASTAWAY, boatmen; and to T. THOMAS, a Cornish miner 1*l.* To those who went off in the boat of the Revenue Cutter *Sylvia*, a gold medal to the Commander Mr. T. R. FORWARD, and a silver medal to the following,—C. S. CARR, gunner, J. RICHARDS, W. SURRY, H. JONES, H. RICHARDS, seamen, and J. WARD, boy. To W. ROBERTS and four other fishermen who formed the crew of the *Grace Sennen* fishing boat, 1*l.* each; and to S. NICHOLAS and four other fishermen who went off in the *Two Brothers*, also 1*l.* each.

Mr. PEARCE, the active agent of Lloyd's at Penzance, was on the spot at the earliest moment, and as usual showed the utmost anxiety to render assistance; nor must we forget the hardy miners, who behaved nobly in launching the Coast-Guard boat at Pendeen Cove.

Rockets have since been placed at Sennen and Pendeen at the public expense, on the recommendation of the Comptroller-General of the Coast-Guard. And as an additional acknowledgment of the gallantry displayed on this occasion by the Coast-Guard men and Cornish fishermen, the National Shipwreck Institution have ordered a life-boat to be built, which will be complete in the course of this month—and be stationed at Sennen Cove at the Land's End.

TO RESIDENTS ON THE COAST.

It is anticipated that not the least interesting and instructive page of our Journal will be that which is devoted to Correspondence. Knowledge gained by experience and personal observation is always valuable, and especially is it so on all matters connected with the management of ships and boats at sea. That element is so liable to constant change, and is subjected to the action of so many disturbing causes, especially in the shoal water around our coasts which life-boats have to encounter; as the force of the wind and its relative direction to the land or the tides,—the depth or shallowness of the water,—the roughness or smoothness of the ground,—the precipitous, shelving, or flat nature of the shore on which it breaks, &c., on which circumstances depend the form, magnitude, and character of its waves; that many conflicting principles have to be encountered, which varying according to circumstances, may possibly require a corresponding variety of form, but certainly diversity of management, of those floating bodies which have to contend with them. Theoretical science can therefore only to a certain extent be made available; experience and skilful seamanship must do the rest.

The results of such experimental and practical knowledge from different parts of the coast, we shall be glad to transfer to our pages for the benefit of others. Communications, containing accounts of anything special in the form and equipment of the boats adopted at different localities,—also of the modes of launching from, and landing on, a beach in bad weather, and of boarding a wreck on an off-lying bank, might be useful and interesting to many of our readers.

Again, any suggestions for improvement in boats or their fittings,—as air-cases for life-boats or ordinary boats,—life-belts, life-buoys, fishermen's dresses, &c.; and particularly well-authenticated detailed accounts of cases of shipwreck and of saving or attempting to save life,—for it must never be forgotten that a failure is often more instructive than a successful attempt,—and it is for that special reason the Report of the

Northumberland Committee contains a list of sixteen of the most noted accidents to life-boats. Many other cases doubtless have occurred, of which we have no record, but which would form a valuable contribution to our Journal. Instances, too, of the advantage of life-boats or life-apparatus, or the loss arising from want of them,—of the benefit of trained and organized crews,—or of particular modes of management, in taking a crew from a wreck, &c., which practical men on the several coasts of the kingdom can only properly describe. Such communications we freely invite.

SOME FISHERY STATISTICS.

In the first Number of this Journal we showed the intimate connexion between fishermen and life-boats, and stated that in the fisheries of the United Kingdom there were employed on the 1st January, 1850, the large number of 36,000 boats, manned by 150,000 men and boys. We understand that the extent of these numbers has caused some doubts as to their accuracy, in quarters in which it is specially professed to care for fishermen, and, therefore, ought to be well informed on the subject. We can, however, assure our readers that they may confidently rely upon the correctness of the accounts, as they are taken from official tables. But if some have been surprised at the above numbers, they will be more so at those we are about to lay before them, relative to the herring and cod fisheries of Great Britain, to which we must confine ourselves at the present moment; at some future time we hope to be able to give similar statements for Ireland, as also of our Cornish pilchard fisheries. We may, too, have something to say respecting a system of mutual insurance for fishermen of the supply of cheap but wholesome fish for the poor, of the enormous increase in the demand for fish, owing to the facility of transport offered by railroads, and not impossibly may have a tale to tell of a fleet of screw-propelled fishing-boats employed in the cod fishery on the Dogger Bank, in the North Sea!

For the present, however, we are limited to the following extracts from the Official Descriptive and Illustrated Catalogue of the

Great Exhibition of 1851; a work which, for extent and variety of information, its marvellous arrangement, and beauty of type and illustration, does honour to its compilers, and its spirited printers and publishers.

“STATISTICS of the HERRING and COD FISHERIES, drawn up by Mr. JOHN MILLER, General Inspector of FISHERIES in SCOTLAND. Communicated by Captain WASHINGTON, R.N., F.R.S., and Col. COLQUHOUN, R.A., F.R.S.”

The official Report of the Herring and Cod Fisheries on the Coast of Great Britain, for the year 1849, affords the following statistics, which may serve to show the importance of this branch of national industry.

Number of vessels and boats employed	. 14,692
Tonnage	. 214,858
Number of men and boys in the boats	. 59,792
Number of persons employed curing	. 46,254
Making and mending nets, getting bait, &c.	. 119,696

Grand total to whom the fishery gives employment 225,742

Wages of men vary from 12s. to 15s. a week. Value of a first-class open boat complete, 100*l.*; 25 nets complete, 100*l.*; set of lines, 23*l.*: total 223*l.*

The capital embarked in the fisheries is as follows:—

	£.
Value of boats, nets, and lines employed	1,189,090
Capital embarked equal to one year's produce	2,191,325
Capital invested on shore in curing place, &c.	2,191,325
Value of 81,791 tons of shipping, at 9 <i>l.</i> per ton, employed in carrying	736,119
Grand total invested	£6,307,859

Except in short spaces the herring fishery is prosecuted around the whole coasts of England and Scotland. The length of the season varies, but may be considered from the middle of May to the beginning of March.

The produce of the herring fishery in 1849 was, in barrels	. 1,151,979
The produce of the cod fishery was	. 381,778
Total produce in barrels	. 1,533,757

Computed weight, allowing seven barrels to the ton, 219,108 tons.

Local consumption and home market dispose of 1,093,501 barrels.

Foreign consumption, 440,256 barrels.

Price of cured fish 20s. a barrel, chiefly consumed by the poor.

Estimated average value of the fish caught, 2,191,325*l.*

Largest number of fish taken at one haul, 120 barrels. A single boat in one season has caught 1,000 barrels, and nightly spreads nets to the extent of 21,000 square yards. A crew of eight men in the cod fishery use 7,680 yards of line with 6,400 hooks.

The quantity of netting set each night (for five nights each week) and hauled every morning is 94,916,584 square yards, equal to 19,640 acres, or to 36 square miles. These nets when set extend over a space of about 6,000 lineal miles, and are, on an average, from seven to nine yards deep in the sea. The boats daily traverse about ten times the above space in proceeding to the fishing ground, setting and hauling the nets, and then returning to port. Thus in one week the distance sailed by the British herring and cod boats exceeds 300,000 miles.

The length of fishing-lines and buoy-ropes daily used is 36,313,706 yards, or 20,632 miles, which would nearly reach round the globe.

In the district of Wick, Caithness, the netting daily set and hauled by 800 boats would extend in a straight line to about 590 miles, or would reach from Caithness to the island of Heligoland. Yet on this coast, for 12 miles in extent, there are only three small tidal harbours, inaccessible at low water or with an easterly gale, and distant 50 miles from a safe anchorage; while the value of the boats and nets at sea every night for three months in the year is 150,000*l.*, no part of which is insured, and all the property of poor fishermen, the greater part of whom are not even members of the Shipwrecked Fishermen's Benevolent Society. It would be a public benefit were the Mercantile Marine Act extended to fishermen as well as seamen, so as to compel them to lay by something against casualties, for as a class there are none more exposed, none undergo greater hardships, none more improvident, and none more thoughtless of the future.

REGISTER OF SHIPWRECKS ON THE COASTS AND IN
Comprising TOTAL WRECKS; VESSELS FOUNDERED or SUNK through LEAKS or COLLISION;

1852 JAN.	NAME.	Belonging to	Rig.	Tons.	Men.	From	Bound to	Cargo.
4	Margaret	Dundee	Schooner	78	5	Seaham	Dundee	Coals
8	Elizabeth	-	-	-	-	Ansay	Greenock	-
„	Mandingo	-	-	-	-	Hartlepool	Boulogne	-
„	Herman	Antwerp	Galliot	85	5	Antwerp	Londonderry	Bark
9	Lyra	Liverpool	Schooner	95	5	Gottenburg	Isle of Man	Deals
„	Fisher	Leith	Sloop	35	4	Leith	Orkneys	Wood, &c.
„	Caledonia	-	Schooner	111	7	Newcastle	-	Coals
„	Industry	Inverness	Schooner	83	6	Newcastle	Cromarty	Coals
10	Utility	N. Shields	Schooner	50	4	Newcastle	Port Mc Hinnock	Coals
„	Mary	Ipswich	Sloop	93	3	Exeter	Glasgow	Oak timber
„	Socière	Dartmouth	-	-	-	Dartmouth	Guernsey	-
11	Brandsburgh	S. Shields	Brig	-	10	London	Newcastle	Ballast
„	York	Goole	Schooner	93	5	Goole	London	Coals
„	John Laird	-	Barque	-	-	-	Falkland Isl.	-
„	Amphitrite	Shields	Brig	300	-	London	Shields	Ballast
„	London	Stockton	Brig	-	-	Hartlepool	Rochester	-
„	Earl of March	-	-	-	-	Wemyss	Inverness	-
„	Liberty	Stromness	-	-	-	Sunderland	Dublin	-
13	Two Brothers	Scarboro'	Brig	95	5	Folkestone	Middlebro'	Ballast
„	Wizard	Guernsey	Schooner	58	6	Bristol	St. Michael	Ballast
14	Nio	Whitby	Brig	-	-	Hartlepool	London	-
„	Eliza	Ilfracombe	Brig	-	-	-	-	-
15	Louisa	Exeter	Brig	-	8	Newcastle	Portsmouth	Coals
„	George & Francis	Chepstow	Schooner	58	4	Chepstow	Dublin	Bark
16	William Barker	Newcastle	Sloop	57	4	Elie (Fife)	Hull	Bark
„	William & Richard	Ramsgate	Smack	-	-	-	-	-
„	Isis	Sunderland	Schooner	109	5	Dieppe	Shields	Ballast
17	Orion	Perth	Schooner	101	5	Seaham	Perth	Coals
„	Cupid	Shields	Schooner	54	4	Aldbro'	-	Ballast
18	Mary	Limekilns	-	-	-	Liverpool	Leith	-
19	Theotochos	Syra	Brig	240	13	Alexandria	Liverpool	Grain
20	Wanskapen	Uleaborg	Schooner	153	9	Shields	Parma	Coals
„	Ann	Kirkaldy	Sloop	70	4	Dublin	Rathlin Island	General
„	Earl of Errol	Sunderland	-	-	-	Sunderland	Boulogne	-
21	Jane	-	Schooner	-	-	Newcastle	Pettycur	-
„	Fanny	Hull	Schooner	51	3	Rouen	Newcastle	Ballast
„	Elizabeth	Sunderland	Schooner	87	5	Sunderland	Rouen	Coals
„	Camilla	Dublin	Steamer	297	25	London	Dublin	General
„	Firefly	London	-	-	-	-	London	-
„	Jemima	Arbroath	Schooner	54	4	Shields	Arbroath	Coals
22	Stag	Liverpool	-	-	-	-	Holyhead	-
„	Edward	Liverpool	-	-	-	Penman Mawr	-	-
„	Fowler	Dumfries	Brig	155	7	St. John's	Bristol	Oats
23	Vivid	Montrose	Sloop	-	-	-	-	General
24	Guide	Stockton	-	-	-	Hartlepool	London	-
„	Nancy	Harrington	-	-	-	Harrington	Westport	-
25	Grove	Sunderland	-	-	-	-	-	-
26	Victory	Maldon	Schooner	113	6	Sunderland	Maldon	Coals
„	Frederick	Sunderland	Brig	112	5	Sunderland	Boulogne	Coals
27	Friendsbury	Shields	Schooner	125	6	Inverkeithing	London	Coals
„	John & Mary	Sunderland	Brig	250	10	London	Sunderland	Ballast
28	Emma & Sarah	Sunderland	Brig	202	8	London	Newcastle	Ballast
29	Countess of Kin- noul	Newcastle	Schooner	90	5	Newcastle	London	Coals
30	Triumph	-	Schooner	-	-	London	Magadore	Bale Goods
„	Agenorica	Lynn	Schooner	108	4	Hartlepool	London	Coals
„	Berbice	-	Barque	280	-	Cardiff	Jamaica	Timber
„	Bandon	Kinsale	Schooner	61	4	Kinsale	Cardiff	Ballast
„	Ruby	Shields	-	-	-	Shields	London	Coals
31	Betsy	Barmouth	Sloop	36	3	Milford	Carnarvon	Culm
„	Isa	-	Schooner	-	-	Newcastle	Nantes	-

Officers of Coast-Guard, Lloyd's Agents, Receivers of Admiralty Droits, and others resident

SEAS OF THE UNITED KINGDOM, FOR THE YEAR 1852.
 ABANDONED; STRANDED AND DAMAGED SO AS TO REQUIRE TO DISCHARGE CARGO.

Nature of Casualty.	Wind.		Lives Lost.	SITE OF WRECK—CREW HOW SAVED—REMARKS, &c.
	Force.	Direction.		
Stranded -	8	W.S.W	-	Buddonness, River Tay. Much damaged.
Total Wreck	-	-	4	North of Island of Mull. All but one lost.
Foundered -	-	-	-	Off Flamboro' Head. Sprung a leak, was abandoned, and foundered.
Total Wreck	10	N.W.	-	Lough Foyle. Capsized and run on shore.
Total Wreck	10	N.N.E.	-	Cullen, Banff.
Stranded -	11	N.N.E.	-	Spey Bay.
Stranded -	11	N.N.E.	-	Port Gordon, Banffshire.
Stranded -	11	N.N.E.	1	Spey Mouth
Total Wreck	9	W.S.W	-	Sunderland, Black Rocks.
Stranded -	10	N.	-	Bangor Bay. Much damaged.
Stranded -	10	S.E.	-	Guernsey. Much injured.
Foundered -	9	W.S.W.	-	Struck at Eastness, and foundered off Lowestoft.
Total Wreck	10	S. by E.	-	Off Harwich. Crew saved by a smack. In collision.
Stranded -	-	-	-	Mouse Sand, entrance of Thames.
Foundered -	10	WS.W.	-	Eastness; got off and sunk in Stamford Channel; crew saved by a brig.
Total Wreck	-	-	-	Pegwell Bay, Kent.
Foundered -	-	-	-	Leith. Abandoned in a sinking state.
Stranded -	-	-	-	Isle of Mull. Went ashore in a snow-storm.
Total Wreck	1	E.S.E.	-	Scarborough. Driven on rocks by the swell.
Total Wreck	10	S.E.	-	Lundy Island Cove.
Total Wreck	-	-	-	Middle Sand, Swin.
Foundered -	-	-	6?	Race of Portland; crew supposed to be drowned.
Sunk -	5	S.W.	-	Hasbro' Sand. Settled into deep water and sunk. Crew saved in ship's boat.
Total Wreck	8	S.S.W.	-	Milford, West Angle. Crew saved in ship's boat.
Stranded -	10	WNW.	-	Berwick, Goswick Sand; got into Holy Island.
Stranded -	-	-	-	Holmpton, Yorkshire.
Stranded -	10	W.S.W	-	Dungeness, West Bay. Much damaged.
Stranded -	6	WNW.	-	Boulmer, Alnwick. Wrecked on rocks.
Stranded -	5	N.W.	-	Wells. Much damaged.
Stranded -	-	-	-	Port William.
Total Wreck	8	W.S.W.	-	Ballyteague Bay, Wexford.
Stranded -	5	S.S.W.	-	Goodwin Sands. Got into Ramsgate leaky.
Stranded -	9	N.W.	-	Island of Rathlin. Crew got on shore at low water.
Foundered -	-	-	-	Off Kentish Knock. Sprang a leak and sunk; crew saved on board light ves.
Foundered -	-	-	-	Kirkaldy. Sprang a leak; bore up, struck pier head, and sunk.
Foundered -	-	-	-	Off Aldbro.' Struck on a sunken wreck.
Collision -	8	S.W.	-	At anchor in the Gulls. Run into by Camilla, steamer.
Collision -	8	S.S.W.	-	Gulls. Run into the Elizabeth, and against the pier at Ramsgate.
Total Wreck	-	-	-	In the Mumbles, Swansea Bay. Drove ashore from anchors and sunk.
Total Wreck	6	S. by E.	-	Shields. Struck on rocks and sunk.
Foundered -	-	-	-	Conway Bay, North Wales.
Foundered -	-	-	-	Conway Bay.
Stranded -	8	S.W.	-	Tralee, West Coast of Ireland.
Stranded -	-	-	-	Campbeltown, Argyllshire.
Foundered -	-	-	5?	Off Cromer. Sprung a leak and sunk. Crew lost, all but one.
Foundered -	8	S.W.	-	Bernerey, Lochroy, Hebrides.
Foundered -	-	-	-	Robin Hood's Bay, Yorkshire.
Total Wreck	8	S.S.W.	-	Pegwell Bay.
Total Wreck	8	S.S.W.	-	Thorpeness, Suffolk.
Stranded -	8	S.S.W.	-	2m. S. of Aldbro,' Suffolk. Crew saved by fishermen.
Stranded -	8	S.S.E.	-	Sunderland. Crew saved by a rope and traveller from the pier.
Stranded -	5	-	-	Newton, near Warkworth.
Total Wreck	9	S. by E.	-	Seaham. crew landed in ship's boats.
Collision -	-	-	-	Off Beachy Head. Contact with the Tinto; abandoned.
Total Wreck	8	S.S.W.	-	Gunfleet Sand.
Collision -	-	S.W.	-	Off the Mumbles. Swansea Bay. Contact with the Bandon.
Collision -	6	S.W.	2	Off the Mumbles, Contact with the Berbice; master and one man saved.
Stranded -	-	-	-	Filey Bay. Got off with 3½ feet water in the hold.
Sunk -	10	N.N.W.	-	Cardigan Bar. Sunk.
Stranded -	-	-	-	Scroby Sand. Got off, making much water.

Parties interested are earnestly requested to supply information for the Wreck Register.

COUNTY ASSOCIATIONS.

(Continued from page 12.)

In continuation of the description of the Anglesea life-boat stations, we have now to give an account of Rhoscolyn, Penmon, Llanddwyn, and Moelfre. Before doing so, however, we have to correct a mistake as to the Holyhead boat, which, in landing 43 passengers from the *Town of Wearford*, Steamer, wrecked at Cliperia Point, on the 4th January last, only made two trips instead of three as stated; the name of the former coxswain, also, was given instead of WILLIAM ROWLAND, the coxswain on that occasion. We have the satisfaction, too, to be able to record some of the earlier services of the Holyhead pilots, and of the life-boat. On the 28th April, 1829, the first year of the establishment of the Anglesea Local Institution, the pilots rescued the crews of the *Harlequin* and *Fame*, 23 in number, wrecked near Holyhead; partly by means of MANBY'S mortar. In the year 1832, the life-boat saved a man from the *Iphigenia* wrecked near Holyhead. On the 20th February, 1833, the life-boat saved 7 men from the brig *Senhouse*, stranded on the rocks outside the harbour; and in the same gale 3 men from the *Martha* of Whitehaven. On the 22nd October, 1834, she rescued 3 others from the *Marys* of Wicklow, which became a total wreck.

We are also enabled to give some additional services of the Cemlyn or No. 1 life-boat. In the year 1830, she was useful in protecting the property on board the *Active* of Ipswich, wrecked on the Harry Furlong rocks. On the 24th August, 1833, the life-boat rendered good service to the sloop *Mary Ann* in Cemmaes Bay; also to the *Jane* and *Mary* of Truro, wrecked on the Skerries. On the 31st October, 1834, rescued 3 men from the boat of the *Leeds* Steamer, which had struck on a rock off Cemlyn, and the boat had drifted out to sea, where they would have perished but for the timely aid afforded by No. 1 life-boat. In 1846 saved 20 men from the ship *Frankland* wrecked at Cemmaes, and probably others of which we have no record.

We now proceed with the remaining stations.

3. RHOSCOLYN.—The south-western coast of Anglesea from the North Stack to Carnarvon Bay, extends about 16 miles in a south-east direction, having two life-boat stations, one at Rhoscolyn, the other at Llanddwyn, 9 miles to the south-east.

As may be imagined from its position, this coast is much exposed to shipwreck; since vessels that cannot weather Holyhead or the South Stack Rock, become embayed and eventually driven on shore, which is evinced by a long list of wrecks, and especially in Carnarvon Bay.

Rhoscolyn lies about 5 miles to the S.S.E. of Holyhead, and forms the western horn of the Cymmeran and Crigyll bays, about 5 miles in extent, and which, in the prevalent westerly gales, it may be said to command.

The life-boat at this station is in charge of the Rev. JOHN WILLIAMS, who takes much interest in her, and who, it is believed, on more than one occasion, has gone out as one of the crew. She is 26 ft. long, 6 ft. wide, 3½ ft. deep, has 12 inches sheer, pulls 5 oars, single-banked, and has detached side and end air-cases, after the model of Mr. PALMER'S boat, adopted by the Institution. She is said to pull fairly, but is low in the waist, has no means of freeing herself of any water that may be shipped, nor would she right herself in the event of being upset. Built by HARTON, at Limehouse, in 1830.

It is said that there are not sufficient sailors or fishermen resident on the immediate spot, to form a boat's crew, but by the aid of labourers, a fair crew can usually be managed.

The boat-house, built at the expense of Captain HAMPTON LEWIS, the owner of the property, stands at the head of a small cove which faces south-west, or the most exposed quarter; it is too narrow, the doorway being only 7 ft. wide. It is said that there is great difficulty in getting the boat out of the cove in blowing weather, and it is suggested that the house should be transferred to an island immediately adjoining, called Ynys Traws; to which a lad named OWEN JONES swam on the night of the 31st December, 1845, and by means of waving a flag, induced the *Alhambra* to anchor, or to run into the bay; the Shipwreck Institution voted their silver medal for this gallant act.

The above measure, if adopted, would involve the rebuilding of the boat-house, and either the filling up the Sound, or the building a slight bridge to connect the island with the Main. It is understood that Captain HAMPTON LEWIS has liberally consented to rebuild the boat-house in the new position, if the necessary funds could be obtained to build the bridge, or otherwise join the island with the main land.

Either of these works would be expensive; the cost of a bridge would hardly be less than 50*l.*, possibly more; the filling up the Sound would be much more expensive, but it would be by far the better step, as it would give good shelter to the bay within. It is not impossible that the Trustees of Carnarvon Harbour, and those interested in shipping in the Isle of Anglesea, and others, would subscribe towards the expense. One donation of 20*l.* has already been offered.

There is neither mortar nor rocket here. By the Report of the Anglesea Branch Association of 1836-8, it appears that rockets and a mortar were to be placed at Rhosneigr, about 3 miles to the south-east, but the mortar, although applied for, was never furnished, and the rockets were removed after 3 or 4 years to Cemlyn. The nearest mortar station is at Holyhead, at 5 miles distance, but unless everything were kept there, on a cart, in readiness, it would be difficult to transport the apparatus so far, in time to be of use.

In the year 1833 the Rhoscolyn boat was the means of bringing into safety the brig *Mary* of Maryport, and in 1836-7 performed a similar service for some vessels embayed in Carnarvon Bay. In the gale of 29th November, 1838, the boat rendered valuable assistance to three schooners off this coast; and on the 31st December, 1845, in the case of the *Alhambra* already referred to, the boat went off, and was, we believe, the means of saving twenty-two lives. From the want of a complete set of Reports, we cannot relate any other service, although there is no doubt the boat has proved useful; but on one or more occasions, it is said she attempted to pull out of the Cove and was driven back.

The shores of the adjoining bays are

strewn with fragments of wreck, and not only each cottage in the neighbourhood, but even a better house, has a store of timbers and spars of wrecked vessels laid up as fuel, too fatally attesting the work of destruction, and demanding in unmistakeable language, an efficient life-boat and well-trained crew on this dangerous coast.

It may be worthy of consideration, seeing the exposed state of this western shore of Anglesea and its liability to wreck, whether an additional life-boat station should not be established in Cymmeran Bay. One of the best pilots in the island, HUGH WILLIAMS, and Mr. B. JONES, Lloyd's agent at Holyhead, a very experienced man, are, it is understood, of this opinion; others think it is not necessary.

4. PENMON.—Trwyn du, or Point Penmon, forms the eastern extreme of the Isle of Anglesea at the entrance of the Menai Straits, and lies 8 miles to the eastward of the Moelfre life-boat station. The channel here leading up to Beaumaris, is only half a mile wide between Point Penmon on the west, and the Dutchman Bank on the east. Its neighbourhood is the frequent scene of wreck; on the morning of the 29th March, 1850, no less than 36 vessels are said to have been seen on shore at one time.

A life-boat was stationed here as early as the year 1830, which is now transferred to Moelfre. The present boat is 26 feet long, 6 feet wide, 3½ feet deep, has 12 inches sheer of gunwale, and pulls 6 oars single banked. It was built by COSTAIN of Liverpool in 1848, after a slightly modified plan of Mr. PALMER'S model, and at the expense of the *Anglesea Association*. The boat has side air-cases up to the thwarts, and air-cases in the head and stern sheets, nearly up to the gunwale; they are of painted canvas stretched over a frame of wood. The boat has no means of freeing herself of water, nor could she right herself in the event of being upset; she is said to pull fairly.

There should be no difficulty in forming a good crew, as some pilots reside on the spot, and there are fishermen in the neighbourhood. JOHN WILLIAMS is the coxswain of

the boat; and OWEN ROBERTS, who has received the silver medal of the Institution for good services, is one of the crew.

The boat-house is in very good repair, having been rebuilt in 1848, at the expense of Sir RICHARD BULKELEY, on whose property it stands; it has a door at each end, so that the boat may be taken at once either to the north or south as occasion may require; a very wise precaution. The house stands on a cliff, near the lighthouse, and the boat has to be launched on timber "ways," over a rocky foreshore, and great care is requisite that these be not allowed to get out of order, otherwise the boat could not be launched at low water. The boat stands on a launching truck, but a light transporting carriage, in addition, would be of great service in case of the boat being required at a distance, which not uncommonly occurs.

There are no rockets or mortar here.

The life-boat at this station, both the former and the present, have done good service, and so have the Penmon pilots. In the year 1830 they assisted the sloop *Conway Castle*, which grounded on the Dutchman Bank; on the 17th August, 1831, they saved life from the sad wreck of the *Rothsay Castle*, when W. H. LEWIS WALKER, of Cickle, so distinguished himself. On the 10th November, 1832, the old Penmon life-boat did good service in bringing into safety a brig from Redwharf Bay; and the same on the 22nd October, 1835, to the smack *Providence* of Faversham, and two brigs. On the 3rd March of that year she succoured 10 men, crew of the barque *William*, which had been run down and sunk off the Isle of Man; and put pilots on board 8 vessels. On the 12th December, 1836, the boat brought two men on shore from the *Pike* of Barmouth; on the 15th February, 1838, assisted the *Liverpool* of Waterford; on the 15th April, rescued 17 men from the *Scotia* of Liverpool, which grounded on the Dutchman Bank; on the 29th November, brought the crew of the *Jane* of Amlwch from Puffin Island; also some others, not named, on the 19th February, 1843; and the new boat was out on the disastrous night of the 29th March, 1850, when so many vessels were wrecked

in this neighbourhood. These services are ample to show the value of the station, the immense advantage of having a trained crew of pilots always at hand, and the necessity for the boat, her gear and ways, being kept in an efficient working state.

5. LLANDDWYN. — Llanddwyn Island forms the extreme south point of Anglesea. It is a rocky islet, about three-quarters of a mile long, lying at the western entrance of the Menai Strait, close off Carnarvon Bar. Its cliffs rise from 60 feet to 80 feet above the sea, and it has three small sandy coves where boats can land. At low water it is joined to the main by a flat sand; and it is a look-out place of the Carnarvon and Menai pilots.

The life-boat stationed here was first placed in September, 1840; it was built by TAYLOR of Limehouse, after Mr. PALMER'S model, and is a light boat 26 feet long, 6 feet wide, 3½ feet deep, 12 inches sheer, and pulls 6 oars single-banked; has detached side and end air-cases; has no means of freeing herself of water, nor of self-righting in case of being upset; but is said to pull fairly. The boat is in charge of the resident pilots, but is supported and kept in repair by the Carnarvon Harbour Trust, who have also two other life-boats at Carnarvon; all under the immediate superintendence of Mr. J. JACKSON, the active and zealous clerk to the Trust.

The boat-house stands in the Pilot's Cove, on the south-east side of the island; the boat is placed on a truck on timber-ways, ready for launching. The crew consists of three pilots stationed on the island, and four volunteers from Newborough; the first man who arrives after the signal is made receives 7s. 6d., the second 5s., the others 4s. each.

This boat had hardly been stationed here when she proved her value by saving 17 persons from the ship *Mountaineer*, wrecked on the north bank, on the 18th October, 1841.

On the 7th January, 1843, saved two men from the *Monk*, steamer, also wrecked on the north bank; both of these vessels went to pieces immediately. On the 17th November, 1844, rescued the crew of the *Urgent*, wrecked in Malltraeth Bay; on the 21st March, 1845, saved three men from

the sloop *Prosperity*, bilged on the rocks at Llanddwyn; on the 7th February, 1846, saved 22 men from the ship *Heywood*, with a valuable cargo from the Coast of Africa, wrecked on the north bank; besides piloting into safety, the *Liska*, *Tug*, *Heywood*, *Harmony*, *Emily*, and *Maria*. These are valuable services, and when we add that 100,000 tons of shipping annually use the passage of the Menai Strait, enough has been mentioned to show the importance of the station, and the necessity for keeping the boat and her crew in constant readiness.

6. MOELFRE.—Moelfre lies on the east side of Anglesea, between the life-boat stations of Cemlyn and Penmon, about 15 miles from the former, and 8 miles from the latter. It is two miles to the southward of the dangerous Dulas rocks, and may be considered the western boundary of the well-known Redwharf Bay, in which vessels commonly get into difficulties by being embayed.

A life-boat was first stationed here in 1848, being transferred hither from Penmon Point (where she was first placed in 1831), on account of the wreck of the sloop *Henry and Thomas* at Benllech, two miles to the southward. The boat is 26 feet long, 6 feet wide, 2 $\frac{1}{2}$ feet deep, has 12 inches sheer of gunwale, and pulls 6 oars single-banked; built by HARTON of Limehouse, after Mr. PALMER'S model. She resembles the other boats in the island by having end and side air-cases, no means of freeing herself of water, nor power of self-righting, but is said to pull fairly. There are plenty of fishermen at hand to form a crew, and the boat is in charge of ROWLAND HUGHES, coxswain.

The boat-house is a very good one, built in 1848 at the expense of the late Lord DINORBEN, the owner of the property. It stands close to the village; but the shore immediately below is rocky, and at low water there would appear a difficulty in launching the boat without "ways" to carry her clear of the rocks.

There are no rockets or mortar here.

As already mentioned, this boat has rendered good service at Penmon, but it does not appear from any of the published

Reports that she has been called into use since being placed at Moelfre. It is however an important station, and well deserving of being kept up.

It will thus be seen, that the Isle of Anglesea has six life-boats on its coasts, and that they have been the means of saving numerous lives, it is believed as many as 250 persons, since the first establishment of the Branch Association in 1828. The boats are supported by local subscriptions, and although it has been stated that three of the boats were supplied by the Shipwreck Institution in London, it is but justice to add, that the sum of 205*l.* has been contributed by the Local Committee to the Parent Fund, which was more than the cost of the three boats. In addition, the Shipwreck Institution has given about 60*l.*, towards building the other boats, &c., and has granted a sum of 22*l.* in rewards and medals for saving life in Anglesea. It is highly creditable to the Local Association to have so well laboured in the cause for nearly a quarter a century, and it may be permitted to express a hope that they will not relax in their humane exertions, being assured that they will at all times, as hitherto, meet with the ready aid of the Parent Institution, which is well aware that it can only hope to be useful in the cause by the earnest and hearty co-operation of Local Committees.

ADDITIONAL LIFE-BOAT STATIONS.

In addition to the former life-boat stations described in our first Number, we are now enabled to state, that life-boats have recently been placed at Teignmouth, Tenby, Hornsea, and Palling; while others are in course of construction for Southwold, Scarborough, Cullercoats, Newbiggin, Hauxley, Worthing, Sennen, and Bude in Cornwall.

TEIGNMOUTH, Devon, lies on the west side of the great Start Bay, about midway between Exmouth and Torbay, and therefore fully exposed to south-easterly gales, which occasionally cause some sad wrecks in this neighbourhood. There is no life-boat along the whole south coast of England, nearer

than Shoreham, 120 miles distant to the east, and the Scilly Isles, an equal distance to the west. The life-boat recently stationed here by the Shipwrecked Fishermen and Mariners' Benevolent Society, aided by local subscriptions, is similar to that at Lytham, 28 feet long, 7 feet wide, 3 feet deep, and pulls 10 oars, double-banked; weight of boat and gear, 35 cwt., of water-ballast 25 cwt.; frees herself readily of any water that may be shipped, and will right in the event of being upset; built by BEECHING and Sons, of Great Yarmouth. The boat-house stands on the beach near the Custom-House, and handy for transporting. She is under the charge of a local Committee, of which Viscount CHETWYND is Chairman, L. M. MAXTON, Esq., Hon. Sec., and JOHN BARTLETT, coxswain of the boat.

TENBY, South Wales, lies on the western, and during the prevalent winds, on the weather shore of the great Carmarthen Bay, comprised within the Caldy Isles on the west, and Worms Head on the east, including the port of Carmarthen and the creeks of Llanelly, Kidwelly, Laugharne, &c. The nearest life-boat is at Llanelly, about 20 miles to the east.

The life-boat recently stationed here, by the Shipwrecked Fishermen and Mariners' Benevolent Society, is a sister boat to that at Teignmouth, 28 feet long, 7 feet wide, 3 feet deep, pulls 10 oars doubled-banked, and has 25 cwt. of water ballast; will right in the event of being upset, and frees herself readily of any water that may be shipped; built by BEECHING and Sons, of Great Yarmouth. The boat-house stands on the beach, and is built against the wall of the pier. The boat is under charge of a local Committee, ROBERT PARROTT, chief boatman of the Coast-guard, coxswain.

HORNSEA, on the coast of Yorkshire, 25 nautic miles north of the Spurn Point, 10 miles south of Bridlington, where is a life-boat, and 13 miles from Flamborough Head, lies on an exposed coast. A boat has recently been stationed here, length 25½ feet, breadth 9¼ feet, depth 3½ feet, sheer of gunwale 11 inches, fitted with water-ballast and with air-cases by Mr. FOSTER, R.N., will free herself

readily of water, pulls 8 oars, and is fitted with one lug-sail. The boat-house stands in a good position close to the beach, and the boat is placed on a carriage built by Messrs. CROSKILL, of Beverley, on a plan slightly deviating from a model by Lord HENRY CHOLMONDELEY. The sum necessary for building the boat-house and carriage, and refitting the boat, was raised by the exertions of some benevolent gentlemen of Hornsea and Hull, and the boat when finished handed over to the Shipwrecked Fishermen and Mariners' Benevolent Society, and is now in charge of a local Committee, members of that Institution.

PALLING—(to be continued.)

ADDITIONAL ROCKET STATIONS.

We learn from the 15th Annual Report of the Rocket Stations on the Coast of Yorkshire and elsewhere, just issued by Mr. CARTE, Ordnance Storekeeper at Hull, that during the past year two new rocket stations have been established at Portland and Langton, in Dorsetshire, on the recommendation of the Comptroller-General of Coast-Guard. These make 29 stations at which CARTE'S rockets are placed, 18 of which are on the coast of Yorkshire.

In the course of the year 1851, these rockets have been used four times, and have been the means of saving three crews. On the 4th June, the *Bethel* was driven ashore at the Peak, Robin Hood's Bay, Yorkshire, when by the exertions of Mr. R. A. BURSTAL, R.N., and the men of the Coast-Guard at that station, a line was thrown on board and afforded the means of escape, and also of conveying refreshments to the exhausted crew. The Shipwreck Institution granted a reward on this occasion. On the 10th June, the *Mary Ann* was wrecked near Whitby, when nine rockets were fired, the last of which fell across the vessel, but the men were too much exhausted to make use of it.

On the 10th July, the *Astolph*, Swedish galliot, was wrecked on the west coast of Jutland, a little south of the Agger canal, when the crew were saved by a rocket-line after two ineffectual attempts had been made to reach the wreck by the life boat. On the 25th September the *Napoleon*, of Boulogne,

was driven ashore near Saltburn on the coast of Yorkshire, but by the exertions of Lieut. PACE, R.N., and the men of the Coast-Guard, the rocket apparatus was quickly on the spot; the first line broke, the second dropped astern, but the third happily fell on board, and by its means 10 men were saved from the wreck, one hour before it went to pieces. The brilliant light emitted by the rocket in its flight being the only means which enabled the Coast-Guard to learn the distance and position of the wreck.

It is gratifying to add, that the French Government have duly appreciated Lieut. PACE'S services, and Mr. CARTE'S rockets, and the Humane Society of Boulogne, have sent the former their gold medal.

On the 26th September, the *Mary Gray*, of Montrose, was driven on the Long Scar rocks, near Seaton Carew. The crew of the Seaton life-boat, headed by the veteran HOOD, and encouraged in their exertions by the presence of their worthy pastor, got off to the wreck, but owing to one of the boat's crew having been washed overboard, they left the wreck to save his life. CARTE'S rockets were then tried, and at the fourth attempt the line fell on board; the crew, however, were too much exhausted to profit by it, when it happily occurred to one of the bystanders to warp a stone bottle of hot coffee off to them, which so revived the men, that they drew the hawser on board, and all four got safely ashore. It afterwards appeared that they had not tasted food that day.

This suggestion is well worthy of note along the coast, as doubtless there have been other occasions when the same cause of exhaustion has prevented a wrecked crew from hauling off the warp. Another cause, too, is want of knowing what to do with the line; might not a light canvas tally with brief directions be attached to it with advantage?

It appears by the Report that 55 persons have been saved by CARTE'S rocket apparatus during the last 12 years, and altogether, by means of his rocket, life-buoy, and life-belt, not less than 460 persons. It is gratifying to add that the Jury of Class 8 of the Great Exhibition of 1851 recognised the value of Mr. CARTE'S life-buoy, by awarding him a prize medal for it.

MEETINGS OF COMMITTEE, 1852.

Thursday, 8th January, 1852. THOMAS WILSON, Esq., in the chair.

The minutes of the previous meeting having been confirmed,—

It was resolved, on an application from the Local Committee at Aldborough, Suffolk, to grant from the funds of the Institution, one-half of the cost of the boat-house, estimated at 55*l.*, on the remainder being raised in the locality.

The Rocket Sub-Committee were authorized to construct a model cart for the conveyance of a mortar, rocket, lines, &c.

The medal of the Institution was voted to JOSHUA CHARD, for general gallantry in saving life, and 2*l.* to his boat's crew of four men, for bringing on shore the crew of the Brig *John* of Newcastle, wrecked on Thorpe-ness, on the 9th of December, 1851.

The sum of 5*l.* was granted to the master and crew of the smack *Aurora's Increase* for rescuing the crew of the schooner *Arrow*, wrecked on the Long Sand, off Harwich, on the 27th of December.

COUNT PLATEN, Minister of Marine in Sweden, was elected an Honorary Member of the Committee.

Thursday, 5th February, 1852, His Grace the DUKE of NORTHUMBERLAND, President, in the chair.

Confirmed the minutes of the previous meeting, and of the Finance, Wreck, and Reward Sub-Committees.

Awarded 2*l.* to the coxswain and 1*l.* to each of the crew of the Holyhead life-boat, for saving the lives of 43 passengers of the *Town of Wexford* steamer, wrecked in Holyhead Bay on the 4th of January. And to Captain THOMAS HIRST, Superintendent of Packets at Holyhead, the Thanks of the Committee inscribed on vellum for his promptitude in employing the steam-packet *Anglia* to tow the Holyhead life-boat to the spot where the *Town of Wexford* was wrecked.

The Thanks of the Committee on vellum were also awarded to Lieut. J. C. JOHNSTON, R.N., chief officer of the Dunbar coast-guard station, for his exertions in assisting to save the lives of the crew of the schooner *Susan*, wrecked on the Yellow Carr Point, coast of

Berwick, on the 9th January, 1852. Also the silver medal of the institution to JAMES BROWN, commissioned boatman of the Dunbar Coast-Guard station, for twice jumping into the sea and rescuing the master and one of the crew of the *Susan*; and the sum of 5*l.* to ten Coast-Guard-men of that station on the same occasion.

The Thanks of the Committee on vellum were likewise directed to be presented to Mr. BRIGHTON SILVERS, Tide-surveyor of Customs at North Yarmouth, for having assisted in saving the lives of 91 persons by means of the MANBY life-apparatus during the last 32 years; and the silver medal of the Institution to WILLIAM RAWCLIFFE, coxswain of the Southport life-boat, for having gone off in her 20 times, and been present at the saving of 70 lives during the last 17 years.

Captain JERNINGHAM was authorized to purchase rockets, lines, &c., to enable him to train the Coast-Guard gunnery instructors in their use.

GEORGE PALMER, Esq., was elected Vice-President of the Institution, and Captain PALMER and Commander WARD, R.N., members of the Committee of Management.

The Wreck Sub-Committee reported that 120 wrecks had taken place during the month of January of the present year, or nearly 4 a-day.

A WORD TO OUR WELL-WISHERS.

It must be obvious to any one who reflects on the subject for a moment, that the low price of 1½*d.* at which this Journal is supplied, for the express purpose of bringing it within the reach of fishermen and boatmen, cannot cover the expense of paper and printing unless a large number of copies be sold. And as we are unwilling to trench upon funds subscribed by the public for granting rewards, placing life-boats, &c., we earnestly press upon all well-wishers to the cause, to buy the Journal for themselves, and some spare copies to give away among their poorer brethren on the coast. We will venture to affirm, that no single number of it will

appear, that will not contain some useful suggestion towards saving life, and who that had it to spare would not willingly give 1½*d.* for the remotest chance of saving, or of giving the slightest aid towards saving, a fellow-creature's life.

As an example, we may point to two striking instances in this present number, one in the account of the wreck at the Brissons, where it is shown that a 9-pounder rocket, carrying a line 300 yards, may, in case of need, and with due precaution, be fearlessly fired from a small boat, and thus save life where all other human aid had failed; and again, in the wreck of the *Mary Gray*, when a bottle of hot coffee was the means of saving the lives of four men, who were dying from exhaustion. These may appear trivial instances, but we assure our readers they are not so; for trivial as they may seem, they may be directly applicable in hundreds of wrecks, and therefore the knowledge of them well deserves to be spread far and wide around every part of our coast.

We again ask, then, that every one who can, will unite with us in diffusing useful information. Subscribe 1½*d.* a month, or 1*s.* 6*d.* a year, for a copy for yourself, and the same for as many more as you have the means of doing; order them of the nearest bookseller, or if in a remote part of the country, write to the Shipwreck Institution and the Journal will be sent direct.

And we venture to assure you, that "when the stormy wind doth blow," when the hollow surges thunder upon the shore, when you draw your curtains around you and lay your head upon a downy pillow, and your last waking thought is a lifting up of your heart to God for the many blessings and shelter you enjoy, you will not regret having contributed your mite towards the safety of the mariner who for your protection, your comforts, and your luxuries, is exposed to all the fury of the storm.

THE FOLLOWING COMMUNICATIONS HAVE BEEN RECEIVED:—

'North Devon Life-boat Association.'
'Tees Bay Life-boat Society.'

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