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EFFECTING COMMUNICATION WITH STRANDED VESSELS.

THE mortar and rocket apparatus around the coasts of the United Kingdom, as stated in an early number of this Journal, is for the most part under the charge of the Coast-guard, who have frequently performed invaluable services with it, and who, from being a disciplined body, acquainted with the art of gunnery, and being constantly on the look-out, are, without doubt, the fittest persons that could be entrusted with its management.

There are, however, many places where, from there being no Coast-guard stationed on the spot, or from other causes, it is committed to the care of private individuals, who may not always be equally acquainted with the mode of using it, as has of late been painfully illustrated in a British Port.

Again, the crews of merchant vessels are sometimes so ignorant of its use, that they know not what to do with a line after it has been thrown over them. As an instance of which, on one occasion, as many as five men tied themselves in a mass to the end of the line, and jumped overboard together, when they were hauled to the shore by it to be sure, but all, excepting one, were drowned in the operation of dragging them through the water.

These are both extreme cases, but having happened once, they might occur again; a few explanatory remarks and suggestions on the subject may not, therefore, be inapplicable at the present time.

That invaluable services in the cause of "Preservation of Life from Shipwreck" have

been rendered alike by MANBY'S mortar and DENNETT'S and CARTE'S rocket apparatus is undoubted: the question of their comparative merits we need not enter on, further than to state that we believe no material difference exists in the range obtainable from each. The rocket has the advantage of being more portable for conveyance along shore, and is therefore better suited for many localities; but it is sometimes uncertain in its action, is more liable to deterioration from damp or the effects of time, and, being more costly, those having the management of it cannot be so frequently practised in its use as may be the case with the mortar, where only a few ounces of powder are expended at each discharge.

The mode of discharging a rocket or mortar is so simple and generally understood, that we need scarcely occupy our space by describing it; besides, it will be much better learned by practice: we shall, therefore, confine our remarks to the management of the apparatus subsequently to a line being thrown over the wreck, and especially to the manner of communicating by signal between the rescuers and those to be rescued, which we believe may be improved upon.

Much of the success of the operation will now depend on the fitness of the gear as well as the proper use of it. In addition to the lines attached to the shot or rocket, and projected by them over the wreck, the articles required are the following:—

1st. A whip, formed of a small line (about $1\frac{1}{2}$ inch), rove through a single block with a tail to it; the line to be at least twice as long as the mortar or rocket is capable of

conveying the first line, and the tail of the block about two fathoms in length; the ends of the whip to be spliced together, and so converted into an endless rope.

2nd. A hawser, or stay, as it is termed, which should be half the length of the whip line, and of 3 or 3½-inch rope.

3rd. A chair, sling, basket, or other such contrivance, for securing the rescued person, and hauling him along the stay to the shore.

4th. A double block-tackle purchase, for setting up the stay with.

5th. A piece of stout plank, about 5 feet long, and having a fathom of chain, with a ring at the end of it, attached to the middle part of it. This is to be sunk four or five feet deep in the sand, shingle, or earth, with the ring above the surface to receive the stay through, and set it up.

6th. Two or three spades or shovels, and some small line for lashings or seizings, in case of their being required.

The whole of the rope should be of Manila line, as it will float on the water, and is much lighter than hemp for conveyance along shore.

Several stations on the East Coast of England are supplied with an article of the following description, for conveying persons along the stay from the wreck to the shore. A large circular cork ring-shaped life-buoy, similar to those known as Mr. CARTE's, has secured round its inner circumference a strong linen or canvas bag, with two large holes in it for the legs to go through, making it similar to a pair of trousers with the legs cut off at the thighs. The buoy is slung so as to hang horizontally by four small lines, with a thimble in the centre to run on the stay, and the person to be conveyed along it sits in the bag with his legs through it and his arms above the cork ring, by which he holds on. The advantage of this contrivance is, that if the hawser from any cause becomes too slack and hangs in the water, the buoy will float the person within it upon the surface with less risk of his being dragged under water than in the common sling.

On the Norfolk Coast several persons have been successfully brought on shore in one of these buoy bags by the whip alone, without a hawser being rove at all. And indeed it

may be readily conceived that cases might often arise where it would be of the utmost consequence to avoid the delay occasioned by securing and setting up the stay, although where no such immediate haste was required we should recommend its being employed.

An ingenious mode of setting up the stay to the cart which is used for conveying the apparatus, employing one of the wheels as a windlass, has been proposed by Capt. JERNINGHAM, R.N., a description of which will be found in the Report of the Northumberland Committee, Appendix, p. 59; as, however, a cart may not always be on the spot, we have included the tackle amongst the articles required to be used.

We will now suppose that all the before-named necessary apparatus is supplied, and that a shot or rocket with line attached has been thrown over the wreck. The proceedings can then be no longer conducted by one party alone but jointly by two, at the opposite ends of the line. It will therefore be of importance that some signals or means of communicating to either, the proceedings and requirements of the other, should be established.

We will first describe the operation from the moment of the communication being effected by a line, and then the signals to be employed.

As quickly as possible after the line has been thrown over the wreck, make the in-shore end of it fast to the whip, bending it round both parts of it about two fathoms from the tail-block, and make the signal to those on board to haul it off.

As soon as it is perceived, either by signal or with the assistance of the telescope, that the whip block is made securely fast on board, those on shore will make the bight of the whip (which as before stated has an endless fall) securely fast to the stay, three or four fathoms from the end, which they will then haul off to the vessel by it.

When the stay is (by signal or otherwise) ascertained to be made fast on board and the whip detached from it, set up the former on shore by the luff tackle, or a capstan, or any other available means, to the plank of wood or spar previously buried three or four feet under the ground, and having a pendant

with ring attached to it and brought to the surface. This will be found to bear a much greater strain than an upright post, however deeply driven down.

The bight of the whip will next be secured to the sling, or seat, which will run on the stay, either by a snatch-block inverted, a leaden horse-shoe collar, or a large thimble; either of the two former methods being preferable, as being less likely to get jammed.

Having command of both parts of the whip, the party on shore will then be enabled alternately to haul the traveller on board and the wrecked persons on shore, until the whole have been landed in safety.

Throughout this process, it will be seen that all which the wrecked crew will have to do will be—

1st. To haul on board the whip by the rocket or mortar line.

2nd. To bend the tail-block of the whip to the rigging, or the mast, or other secure place that can be most readily got at.

3rd. To make fast the hawser or stay in like manner, near to the whip-block, and cast off the whip from it.

4th. Having first sent on shore any women or others who may be helpless or disabled, each person to secure himself to the traveller.

And it must be borne in mind, that wrecked persons are often nearly exhausted, and disqualified from helping themselves, through fatigue, or from being benumbed with cold before assistance can be conveyed to them; and that it is, therefore, of great importance that no more exertion should be required of them, or more of the success of the undertaking left dependent on them, than can be avoided.

Signals:—

Since persons on board a wreck, with the apprehension of death upon them, will probably often be much confused, and have their wits only half about them, it will be advisable that any system of signals which may be established should be of the most simple character, and as few in number as possible. Indeed, whenever practicable, as suggested by Capt. JERNINGHAM, R.N., and others, information would be better conveyed to them by means of wooden tallies with

short inscriptions on them, hauled on board by the whip at each stage of the operations; one made of parchment or canvas, being attached to the mortar or rocket line, at a short distance from the shot or rocket.

A black board, having the required communications written with chalk in large characters, might also in the daytime be of great service, when the vessel was within a short distance, although beyond hail from the shore.

Again, as the persons on board may often be so situated as to have scarcely any means of making a signal in return, probably nothing more should be required of them than that they should signify the affirmative, or show that they have made fast the whip, stay, or shipwrecked person in the traveller, by holding up their hats, handkerchiefs, or their hands, if they have nothing else; their doing neither being considered a negative, or sufficient proof of their unreadiness, since every sailor, when he has made fast a hawser or other rope, is accustomed to hold up his hand or hat, to show that it is in readiness to be hauled on.

The signals would then stand thus:—

From the vessel to the shore—

By day:—A hat, hand, or handkerchief, held up, signifying “Yes,” “Ready,” “Made fast,” &c.

By night:—A light of any description exhibited.

From the shore to the vessel:—

In the daytime:—By tallies sent off to her, or by writing on a board as follows:—

1. Haul on board this line.

2. Make fast this tail-block.

3. Bend this hawser near to the whip-block, and then cast off the whip from it.

4. Secure one person in this sling, to be hauled on shore by the whip.

In the night:—One pistol shot, or a light shown once and again concealed, would suffice for each stage of the operation, in case the persons on board should have no light to read the tallies by, which would often be the case.

In the codes of signals proposed by Captain MANBY and others, the shipwrecked persons have to reply both in the affirmative and negative, thereby requiring an exercise of

the memory as to which signal would express the one and which the other; but at such a time men's memories may well fail them, we think, therefore, that it would be better they should only have to reply in the affirmative, as above explained.

As we have remarked elsewhere, we believe that no perfect or uniform system for the rescue of life from shipwreck, either by "Life-boats" or the "Life Apparatus," will be effected until some supervision over the whole, having the weight of authority with it, shall be established. Societies or private individuals can but offer suggestions on the matter, and until some better be proposed, we earnestly hope the above may be attended to.

THE LATE GEORGE PALMER, ESQ.

WE recently had to record the death of our late valued Chairman, Mr. WILSON, and now his old friend and coadjutor in the cause of humanity, Mr. PALMER, late Deputy-Chairman of the Royal Shipwreck Institution, and Inventor of the Life-boats long adopted by that Institution, is no more. The grave has closed over the earthly remains of a firm friend of the shipwrecked; and some notice of his life may therefore be acceptable to our readers.

Mr. PALMER was descended from the Yorkshire family of that name, through the PALMERS of Wanlip, in Leicestershire; of whom ARCHDALE PALMER Esq. was M.P. for Leicester in the year 1695; and one of his sons, THOMAS PALMER, was the grandfather of the subject of this memoir.

Mr. PALMER was born Feb. 11, 1772, to use his own words, of "most estimable parents." He was the eldest son of the late WILLIAM PALMER, Esq., of Nazing Park, Essex, by MARY, the daughter of the Rev. JOHN HORSLEY, Rector of Thorley and Newington Butts, whose son, Bishop HORSLEY, earned for himself a distinguished place among the great men of his age. From this good stock Mr. GEORGE PALMER was descended; and his father was an active magistrate, and served in due course as high sheriff for the county of Essex.

Mr. PALMER received the rudiments of his education under the late Dr. BURFORD, at Chigwell; and the incendiary fires in London, seen from his school play-ground, during the riots of the year 1780, when, misled by Lord GEORGE GORDON, London was for three days at the mercy of a mob, may have sensibly impressed upon his youthful mind the horrors of insubordination and mob-law; and thus laid the foundation of that love of order and respect for duly-constituted authorities for which he was afterwards distinguished. From Chigwell he soon proceeded to the Charterhouse, where, under Dr. BEARDMORE, his education was completed; and where the late Lord LIVERPOOL, (who was the first President of the Shipwreck Institution,) giving little promise as a boy of his future eminence as a statesman, but showing in the event, how much may be achieved by diligence with steady conduct, was then his intimate friend and schoolfellow. Mr. PALMER always looked back to the Charterhouse and his classical studies with fond remembrance; and often referred to the example of Lord LIVERPOOL to encourage the young to persevere.

The desire of acquiring an early independence appears, with his father's consent, to have determined his choice of the sea as a profession; and, quitting the Charterhouse at an early age, he entered the maritime service of the Honourable the East India Company, making his first voyage as a midshipman in the *Carnatic*, commanded by the late Captain LESTOCK WILSON, which sailed from the Downs in April, 1786, and returned from China to England in July, 1787. He appears during this first voyage to have had several narrow escapes, which he has thankfully recorded. Once he fell from the jury mizen-mast-head on to the top-sail sheet bit-head; another time, he fell from the upper deck down the after hatchway and was taken up insensible, though with no bones broken; and again, losing his balance on the mizen top-gallant yard, he was saved from falling he knew not how, but with a strong impression of great danger. During his next voyage made in the *Boddam*, now purchased by his

father and commanded by Captain ELLIOTT, he met with other perils of the sea; the first of which, combined with another boat-accident he had experienced (when the officer in command of a boat which had shipped much water in a rough sea, made the crew sit down in the water at the bottom of the boat), first directed his attention to the equilibrium of boats and the means of preventing them from sinking, from which he was led to the invention which has rendered so much service to the cause of humanity. The accident now referred to, occurred in the year 1788, in the Macao roads, when a boat, sent from the ship under his command, with twelve seamen and a coxswain, was upset by a sudden squall, and the crew only saved by clinging to the bottom of the boat. Her buoyancy was not sufficient to keep all their heads above water; and, as the boat kept rolling over, there was great danger of their perishing. In this emergency Mr. PALMER, to lighten the weight, bade the sailors throw away their clothes, promising them new clothes; and, while two of the best swimmers swam from the boat, reaching the shore with difficulty; the rest were still supported by the boat, until they were picked up by some Chinese. The other peril to which we have alluded occurred in 1789, on his return from China, when, owing to the ignorance of a pilot, the ship was nearly wrecked on the fatal coast of Boulogne, and only saved by the daylight breaking and a favourable shift of wind.

Mr. PALMER was nothing daunted by these perils of the deep, nor by others which he had yet to encounter. He was attached to the sea-service, and used to say it was an excellent school, to teach a man order and discipline, activity, temperance, and economy; independence of other men, doing all things (if necessary) for himself, but dependence on God's providence, while enlarging his views of the world. He sailed again, now as fourth mate of the *Boddam*, under the command of Capt. JOHN JONES (formerly of the Royal Navy), and had a narrow escape, at starting (25th February 1791), from being wrecked on the Casket Rocks; the ship just

weathering the land. He returned from China to England on the 24th April 1792, and, after remaining long enough at home to participate in the general horror felt in this country at the violent issue of the revolution in France, made his fourth voyage to Madras and China, now as second officer of the *Boddam*, under Capt. JONES, in the years 1794 and 1795. Shortly after his return he married ANNA MARIA, daughter and coheir of the late W. BUND, Esq., of Wick, in the county of Worcester, whom, with four children, the issue of their marriage, he has now left to mourn his to them irreparable loss.

But he was soon again afloat, sailing in May 1796 on his fifth voyage, for the first time as commander, in the *Boddam*, in stirring times, and with new dangers to meet. There was now war with France; ships of war could not be spared to conduct the merchantmen separately; and the *Boddam* therefore sailed (18th May 1796), after waiting upwards of a month at Spithead, in the great East India fleet, with 48 sail in company, under the convoy of Admiral HARVEY. Great firmness, with equal kindness and good humour, were features in Captain PALMER's character; and assisted him, under God's providence, in preventing a serious mutiny, for it afterwards appeared that plots had been laid for seizing the ship, the boatswain being the chief mutineer.

Proceeding from Madras to China, with four other East India Company's ships, he encountered a new danger, and honourably escaped capture by an enemy of superior force, five large French frigates, which had been sent from France to intercept the China fleet, and had been cruising for six months on the look-out for them. Two English seventy-fours had previously fallen in with, and had been beaten off by these frigates; and, after refitting, had convoyed the China fleet during a part of their voyage, but had left them, as having escaped all danger; when one morning (28th January 1797), after driving before a squall through the Straits of Bally, they unexpectedly found themselves in sight of the five French frigates. Discovering what they were, the Commodore

FARQUHARSON thought by stratagem to escape, proposing to run down close upon them, and then turn away. A signal was, therefore, made to bring-to on the larboard tack, and prepare for action; and the *Boddam*, being a fast sailor, was presently close upon a French frigate of about 32 guns. The secret prayer was uttered; and then all were ready. The decks were cleared for action, boarders prepared, ports up, and guns shotted; and Captain PALMER was about to have given the enemy a broad-side, and board; when the commodore made a general signal to tack, which he obeyed. If at this time the enemy had pursued, the *Boddam* could scarcely have escaped capture; but mistaking the signal to tack for a signal to engage, or having mistaken two of the East Indiamen for the men-of-war with which they had been engaged, the Frenchmen continued on their former tack, and bore away. For his conduct on this occasion Captain PALMER, on his return, received a letter from the Court of Directors, bearing date July 21, 1798, "to signify the high sense they entertained of his conduct in his strict observance of the Commodore's signals, the orders of sailing, and the readiness he manifested to support him had he come into action."

Scarcely was this danger past when another occurred; and (Feb. 1st, 1797) in a strong gale with violent squalls and rain, the *Boddam* narrowly escaped wreck on the Scheidam Rocks.

But greater danger of shipwreck awaited him on the return voyage. On the 19th of June, 1797, while the *Boddam* with several other ships in company was still in the China seas, she lost her rudder and every mast in a violent typhoon.

It would occupy too much space to detail the further proceedings of the *Boddam*, which, after encountering three hurricanes and other dangers, safely arrived in China on the 29th June 1797, and ultimately in the Downs on the 7th July 1798.

Pressing for the navy was now in full operation, and no sooner had the *Boddam* anchored after her long and perilous voyage,

than an officer from H. M. ship *Alfred* came on board and pressed eighteen of her company; sending his own people to remain on board in their stead, so long as the *Boddam* remained in the Downs, but obliging Captain PALMER to hire eighteen other men to assist in carrying her up the river.

In the following year, 1799, Captain PALMER again sailed to Madras and China, as Commander of the *Boddam*; and meeting with another typhoon in the China Seas (October 22), he profited by the experience gained in his last voyage to bring a country ship, the *Friendship*, safe into port: making a steering machine for her when she had lost her rudder, and standing by her in her distress, though suffering from the gale himself. For this assistance Captain PALMER sought no salvage or reward; but received from the owner, Mr. ALEXANDER ADAMSON, of Bombay, a handsome silver tureen and cover, inscribed—"In grateful testimony of the high sense entertained of the generous, spirited, and effectual assistance rendered to the ship *Friendship*, Captain DAWSON, when disabled by a tempest in the China Seas."

This was Captain PALMER's last voyage. He would have again sailed to China, in command of the *Boddam*, in the following year, but was taken ill; and the medical men certifying that his life would be endangered by his proceeding, he was induced to abandon his intention.

Though Mr. PALMER had now given up the profession of a sailor, his heart and sympathies still remained with those who followed it, as was abundantly evidenced both by his public and private acts during the remainder of his long life, to the very close of which their welfare occupied a large portion of his thoughts.

In 1802 Mr. PALMER entered into partnership with his father and brother (Mr. HORSLEY PALMER) and Captain WILSON, who were extensively engaged in the city of London as East India merchants and shipowners; and it is worthy of record, that while he continued a member of the firm, he would never allow any of the ships to go to sea without being well fitted and provided

with every means necessary for the preservation of life in case of accident.

In 1818, Mr. PALMER served the office of High Sheriff for Hertfordshire; and at the coronation of George IV., as Master of the Mercers' Company, he attended the Lord Mayor in his office of Chief Butler, carrying the Maple Cup from the throne. In 1832, he was elected the Chairman of the General Shipowners' Society, and in the same year received two numerous signed requisitions to become a candidate for the representation of South Shields and South Essex.

In the year 1826 Mr. PALMER first became connected with the Shipwreck Institution, to the interests of which he unceasingly devoted a large portion of his valuable time till within a few weeks of his lamented death; and in 1828 his plan of fitting life-boats was adopted by it. From that period till the year 1844, life-boats on his plan have been placed by the Institution at the following places: — Berwick-upon-Tweed; Tyne-mouth, Northumberland; Redcar, Durham; Robin Hood's Bay, Yorkshire; Cromer, Norfolk; Dymchurch, Kent; Rye, Sussex; Appledore, Devon; Bridgewater, Somerset; Swansea, Glamorgan; Laugharne, Carmarthenshire; Aberdovey and Barmouth, Merionethshire; Penrhyn-du, Carnarvonshire; Mostyn, Flintshire; Moelfre, Llanddwyn, and Cemlyn, on the Coast of Anglesea; Ramsay, Isle of Man; Rosslare Point and Kilmore, on the Coast of Wexford; Youghal, Coast of Cork; and Derrynane, on the Coast of Kerry.

Some of these boats are now fit for use; and the services they have rendered to shipwrecked persons and vessels in distress have been invaluable; some hundreds of the former having been saved through their instrumentality from inevitable death, and many of the latter from destruction.

In consequence of disastrous wrecks at Boulogne in the year 1833, resulting in the calamitous loss of the *Amphitrite* and other vessels, and the rewards granted by the National Shipwreck Institution to the French fishermen who endeavoured to save their crews and passengers, the attention of the

French Government was awakened to the object of saving life from shipwreck, and the Minister of Marine, by desire of His late Majesty LOUIS PHILIPPE, wrote to Mr. PALMER, requesting that he might be furnished with his plan for fitting life-boats. This request having been immediately complied with, Mr. PALMER received thanks for the same, and instructions were given that a life-boat on his plan should be built in London to be stationed in Boulogne, which having been found to answer the purpose, orders were given to have a second boat built under Mr. PALMER's superintendence at Limehouse. The French Government afterwards gave directions to have several of these boats built in France on the same model.

In the year 1836 Mr. PALMER entered Parliament as member for South Essex, which he continued to represent in three successive Parliaments, resigning his seat at the general election in 1847. As a Member of Parliament, he was distinguished by his upright and consistent conduct, and his unremitting attention to the discharge of all his duties. His exertions while in Parliament in behalf of the shipwrecked seaman will long be remembered by every friend of humanity with feelings of gratitude. Only those who are acquainted with the frightful loss of life attended with distressing circumstances, and the great destruction of property, that annually took place, on account of timber ships being allowed to carry deck loads, can fully appreciate his unceasing, and ultimately successful, endeavours in obtaining Legislative enactments in the years 1839, 1840, 1842, and 1845, prohibiting timber-laden ships from carrying deck loads. We well remember Mr. PALMER relating an anecdote of the celebrated Daniel O'CONNELL in connection with this good work.

Mr. O'CONNELL stated to him in the House of Commons that he was in the habit of deriving a considerable income from the proceeds of wrecks of timber ships on the shores of his estates in Kerry; but, nevertheless, he should have much satisfaction in giving to Mr. PALMER's Bill his best support, knowing, as he did, its absolute

necessity. This voluntary support on the part of Mr. O'CONNELL was the more honourable, as Mr. PALMER was always diametrically opposed to him on most political questions. A life-boat, on Mr. PALMER's plan, was afterwards stationed by the Shipwreck Institution at Derrynane.

In the year 1850 Mr. PALMER had the honour, in company with his late much-esteemed friend and coadjutor, Mr. WILSON, of an interview with the Duke of NORTHUMBERLAND, K.G., concerning the Shipwreck Institution, which resulted in his Grace accepting the office of President to the Society in the following year. Mr. PALMER took much interest in the result of the premium offered by his Grace for the best form of a life-boat, and often expressed his wish that his Grace's liberality might be crowned with complete success, as he was sensible that neither his, nor any other person's plan of life-boat, was perfect.

Notwithstanding his advanced age and considerable infirmities, Mr. PALMER continued to devote much of his time to the affairs of the Shipwreck Institution; always, when able, attending and taking part in its periodical Committee meetings, and having occupied the Chair for the last time on the 6th January of the present year.

Having been the Deputy-Chairman of the Institution for a great number of years, the Committee were unanimous in their desire that he should succeed their late much-valued Chairman, Mr. WILSON, in that capacity. He nevertheless declined it, on account of his advanced age and the uncertainty of his being able to attend to its duties. He was, however, much gratified to be given to understand that his respected friend, Mr. ALDERMAN THOMPSON, M.P. had been elected to that office.

In February last Mr. PALMER felt that the time had come when it would be fitting that he should resign his office of Deputy Chairman to the Institution, which he urged the Committee to do him the favour to accept. His resignation was reluctantly accepted, and the Committee thereupon voted to him the gold medallion of the Society with their

special thanks on vellum, in acknowledgment of the services he and the life-boats built on his plan, had rendered to the cause of humanity.

Mr. Palmer died on the 12th May last, in his 82nd year, after a short illness of very acute suffering, borne with much patience, and concluding a long life passed with honour to himself and benefit to the community.

FASTNET ROCK, CAPE CLEAR.

As the prevention of shipwreck is of equal importance with the saving of life after the wreck has taken place, it becomes the duty of the *Life-Boat Journal*, from time to time, to give notice to the mariner of any newly-discovered or little-known rock or danger that may happen to be brought before the Institution in the course of its inquiries into the cases of shipwreck, and the causes of its frequency on our coasts; and we may thus lend our humble aid to assist the Hydrographer and the Trinity Board in making known the changes in sands, and other dangers, which they may have occasion to give notice of to the public. And we are the more called upon to do so from the liberal aid and support, which, both by counsel and by funds, the Institution has always received from the Elder Brethren of the Trinity House, and from the ample supply of charts of the coast which, through the kind offices of Sir FRANCIS BEAUFORT, have been placed at its disposal by the Admiralty.

Now that the Atlantic is weekly crossed by steamers, the Fastnet Rock, which lies right in the track, at about 5 miles south-west of Cape Clear, the extreme point of Ireland, will become a well-known land-fall, or point of departure. It is a wedge-shaped mass of schist and killas rock, extending 120 yards in a north-east direction, rising 103 feet above low water, and presenting its precipitous face, or the base of the wedge, to the south-west, and thus receives the full stroke of the Atlantic wave. On this rock, the Ballast Board of Dublin have recently, and very properly, erected a light-tower, the lantern of which is 155 feet

above the sea, and it is expected that the light from Cape Clear will be transferred to this spot, as soon as the stability of the tower has been established.

But the special danger to which we desire to call the mariners' attention is a sunken rock, having only a depth of 11 feet over it at low water, lying about two cables' lengths, or 400 yards, E.N.E. by compass of the Fastnet. This rock has been known since the year 1832, when Lieutenant HOWE, R.N., examined and reported upon it; but its position would seem to have been forgotten until the recent examination of it by Lieutenant CHURCH, R.N., Admiralty Surveyor on the south-west coast of Ireland. So great is the sea on the west and south-west coast of Ireland in heavy gales, or long-continued broken weather, that it washed away last winter some of the workmen's wooden houses, lashed with chains on the summit of the Fastnet, at an elevation of 100 feet; and in the "draw" of the sea in heavy gales, the sunken rock to the north-east has been seen exposed in the hollow of the waves.

It has been reported by the workmen erecting the lighthouse, that the great ocean steamers were in the habit of passing dangerously close to the Fastnet, probably to gratify the curiosity of the passengers with a view of the building. They stated that one huge steamer passed so close on the north side that they were in agony for her safety, expecting every moment to see her knocked to pieces on the sunken rock in question: they shouted to her in vain; her deck crowded with passengers. She appeared to the workmen to pass actually over the position of the danger: had she touched, not a creature would have been saved. It is hard to say how many missing vessels, from remote periods, have been demolished on this outlying and dangerous rock, or on the Fastnet itself, among the many of which it is recorded in our wreck-register, "Sailed, but not since heard of." We trust that every master or mate of a vessel that may chance to read this notice will immediately mark the spot in question on his chart with a large black cross, to de-

note a sunken rock, and will take care, under any circumstances, to give the Fastnet a berth of at least half a mile.

There is the more occasion for this warning, as this track is daily becoming more frequented. In the early months of the year, March, April, and May, and not unfrequently in the autumn, in September and October, but chiefly in the spring, long-continued easterly winds prevail with great tenacity, blowing hard at times from east to south-east: this year they blew almost uninterruptedly for two months. The homeward-bound trade, as is well known, have great difficulty in getting into port after a long tedious voyage, and may run short of water and provisions. In former times, the great majority of these vessels were to be encountered knocking about the approach to the English channel; but since rapid postal and personal communication by steam and rail have been established between Ireland and England, an immense number of the homeward-bound, for all parts, are too glad to be able to fetch Cork, Crookhaven, and the fine anchorage of Bearhaven; and many get congregated in those harbours. The mighty growth of the Liverpool and Clyde trade has added, and is daily adding, to the number of vessels that fetch in about Cape Clear, and in long-continued easterly winds they may be seen struggling to make the south-west Irish land on the starboard tack. Even vessels bound up the English channel, after a long voyage, and run short, are but too glad to fetch a port; and the first that can be reached is often Bantry Bay, Crookhaven, or Cork.

On the 18th April, last year, the winds from east to south-east first ceased, after a continuance, with more or less force, for two months, and many vessels suffered much from privation. It is true that Government sends steamers to afford relief, but it is chiefly to the chops of the English channel; whereas, in the line of bearing of south-west and W.S.W. from Cape Clear and Fastnet, pursued from thence out to the edge of soundings, and traversed backward and forward, a number of vessels wanting relief would be encountered.

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

1852 — JULY.	NAME..	Belonging to	Rig.	Tons.	Men.	From	Bound to	Cargo.
1	Duchess of Kent	London - -	St. Ship -	155	15	Ramsgate -	London - -	Passengers
„	Creole - - -	N. Yarmouth -	Schooner -	129	-	Liverpool -	Beyrout -	General -
„	Bee - - -	Port Patrick -	Sloop -	-	-	Stranraer -	Saltcoats -	Ballast -
2	Daniel Dyer -	- - -	- - -	-	-	Constantinople	Bridgewater	- - -
3	Mercurius - -	Hanover - -	Galliot -	-	-	Amsterdam -	London - -	Wheat -
4	Indus (St.) -	London - -	St. Ship -	-	-	- - -	- - -	- - -
6	Emblem - - -	New York - -	Ship -	-	-	Newcastle -	Philadelphia	- - -
7	Nuovo Silfide	Fiume - - -	Barque -	314	13	Antwerp -	Newcastle -	Ballast -
18	Providence -	Plymouth -	Sloop -	60	4	Teignmouth	Porthcawl -	Timber -
20	Olda - - -	Caen - - -	Schooner -	118	7	Newcastle -	Toulon - -	Coals -
23	Orange Branch	Exmouth - -	Schooner -	54	4	Newport -	Plymouth -	Coals -
24	Renown - - -	Alloa - - -	Schooner -	87	5	Alloa - - -	London - -	Iron & Bot
26	Liberty - - -	London - -	Sloop -	54	4	Newport -	Plymouth -	Coals -
„	Craigie - - -	Wick - - -	Brig - - -	-	-	- - -	- - -	Lime -
„	Breeze - - -	Aberdeen -	Schooner -	102	5	Newburgh -	Newcastle -	Grain -
„	Newton - - -	Newcastle -	Schooner -	62	4	Thurso - -	Sunderland -	Flag Stone
27	Fife Maid - -	Inverkeithing	Schooner -	77	3	Newcastle -	Tain - - -	Coals -
AUG.	Sedulous - -	Aberdeen -	Brig - - -	226	8	Quebec - -	Peterhead -	Timber -
1	Ann - - -	Bideford - -	Schooner -	79	-	Newport -	Cork - - -	Coals -
„	Christina - -	- - -	- - -	-	-	- - -	- - -	- - -
4	City of the Sultan	- - -	- - -	-	-	London - -	Alexandria -	- - -
7	Sally & Susannah	Portsmouth -	Schooner -	-	3	Hartlepool -	- - -	Coals -
8	Elena - - -	- - -	- - -	-	-	Odessa - -	- - -	- - -
„	Guardian - -	London - -	Barque -	430	15	Liverpool -	Rio - - -	General -
10	Charles - - -	- - -	Smack -	38	3	Cardiff - -	Falmouth -	Coals -
11	Cerere - - -	Malta - - -	Brig - - -	300	15	Odessa - -	Ipswich -	Linseed -
„	Primrose - -	Truro - - -	Schooner -	47	4	Truro - - -	Neath - - -	Copper Or
„	Active - - -	Pwllheli -	Smack -	28	3	Gloucester -	Totnes - -	Salt & Bri
„	Mary Ann - -	Bridgewater -	Schooner -	116	6	Newport -	Dantzic -	Iron -
„	Prometheus -	St. Ives - -	Schooner -	80	5	Mumbles -	Penzance -	Coals -
„	Merchant - -	Ipswich - -	Sloop -	50	4	Plymouth -	Southampton	Timber -
„	George Stone -	Dundee - -	Sloop -	24	-	Runcorn - -	- - -	Coals -
„	Prince Albert	Derbyhaven -	Cutter -	34	4	Derbyhaven	Liverpool -	Herrings
„	Phoenix - - -	Lyme - - -	Schooner -	-	-	Lyme - - -	Plymouth -	- - -
„	Penwith - - -	Penzance -	Sloop -	41	4	London - -	Penzance -	General -
„	Sampson - - -	Cardigan -	- - -	-	-	- - -	- - -	Culm -
12	Cupid - - -	S. Shields -	Schooner -	54	-	Tyne - - -	London - -	Lead & Co
„	Bertha - - -	- - -	Schooner -	120	-	Nice - - -	Hamburgh -	Olive Oil
„	Victoria - -	Liverpool -	Schooner -	101	5	Whitehaven -	Newport -	Pig Iron
14	Not known - -	- - -	Brig - - -	300	-	- - -	- - -	Timber -
15	Two Johns - -	Goole - - -	Sloop -	53	3	Goole - - -	London - -	Coals -
„	Two Brothers -	Jersey - - -	Cutter -	19	4	Perros - -	Exmouth -	Cattle -
„	Hopewell - -	- - -	Sloop -	-	-	Chester - -	Fishguard -	- - -
„	Ludwig Wilhelm	Prussia - -	Galliot -	150	-	- - -	- - -	Oak Plank
„	Avon - - -	London - -	Brig - - -	190	8	Havre - - -	Hartlepool -	Ballast -
16	Ernestine - -	Uckemunde -	Schooner -	149	6	Stettin - -	London - -	Zinc & Timl
18	John Beynon -	Newport - -	- - -	-	-	Middlesbro'	Alexandria	- - -
19	Helsingfors -	- - -	Barque -	-	-	Helsingfors	Malaga - -	- - -
20	Friends - - -	- - -	Brig - - -	137	7	Whitby - -	London - -	Coals -
„	Veronica - -	Sunderland	Schooner -	104	5	Grangemouth	Bridport -	Coals -
25	Dove - - -	Beaumaris -	Schooner -	-	-	Galway - -	Dundalk -	Kelp -
30	Erin - - -	Lancaster -	Schooner -	-	-	Ardrossan -	Poultou -	- - -
„	Dasher - - -	Dungarvon -	Smack -	19	7	- - -	- - -	Ballast -
SEPT.	- - -	- - -	- - -	-	-	Out fishing.		- - -
2	James - - -	Arbroath - -	- - -	-	-	Arklow - -	Newcastle -	- - -
7	Kron Princesse	Stavanger -	Schooner -	53	4	Libau - - -	Newburgh -	Bones -
„	Briton - - -	Dungarvon -	Smack -	15	6	Fishing.		Ballast -
„	Cyrus - - -	Sunderland	Brig - - -	233	8	Hamburgh -	Sunderland -	Ballast -
„	Janet - - -	Kincardine -	Schooner -	119	6	Lerwick - -	London - -	Oats -
8	Caledonia - -	Colchester -	- - -	-	-	- - -	- - -	Passengers
9	Lady of the Lake	Aberystwith	Steam Tug	-	-	Isle of Man -	- - -	Herrings
10	Amy - - -	Ipswich - -	Schooner -	-	-	Ipswich - -	Waterford -	Iron -

DROWNED; 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.		
Collision -	4	Wstly.	1	Sunk off Northfleet. All saved except one passenger by other steamer's boat.
Stranded -	-	-	-	On the Seven Stones, Land's End. Leaky; put into Falmouth.
Stranded -	3	N.N.W.	-	Finnard Bay, Loch Ryan, Scotland. Sunk; crew saved in own boat.
Stranded -	-	-	-	Off Bridgewater, Devon. Damaged considerably by taking the ground.
Sunk -	-	-	-	Nore Sand. Sprung a leak and sunk; crew saved. Raised 22 July.
Burnt -	3	S.S.E.	-	At Blackwall. Caught fire and burnt.
Leaky -	-	-	-	Put into Portsmouth to discharge and repair.
Stranded -	-	-	-	Off Sunderland. Foggy weather; much damaged by drifting on the rocks.
Sunk -	1	S.W.	-	Rundle Stone, Land's End. Stranded and sunk; crew saved.
Stranded -	-	S.W.	-	Hasbro' Sand. Bilged and abandoned; crew saved.
Sunk -	5	E.S.E.	-	Lundy Island. Sunk 14 miles off; crew saved.
Stranded -	6	S.E.	-	Got on the Nore Sand and filled. Saved.
Abandoned -	8	N.E.	-	Leaky and abandoned. Taken into St. Ives derelict.
Total Wreck -	-	-	-	At Scrabster Pier, Thurso Bay. Burnt and totally wrecked.
Stranded -	5	N.E.	-	Farn Islands, Northumberland. Damaged by striking on the rocks.
Sunk -	5	N.E.	-	On the rocks near Holy Island. Stranded and sunk; crew saved; foggy.
Collision -	6	N.E.	-	In collision with the "Helen," which saved the crew. Foggy weather.
Stranded -	3	N.	-	Near Peterhead. Damaged by striking on the rocks; got off much injured.
Foundered -	-	-	-	Off the Worm's Head, S. Wales. Crew saved; sprung a leak and sunk.
Leaky -	-	-	-	Leaky. Put into Plymouth, and had to discharge.
Leaky -	-	-	-	Leaky. Put into Falmouth, and had to discharge.
Foundered -	-	-	-	Off Hastings, in contact with the "Emma." Crew saved.
Leaky -	-	-	-	Leaky. Put into Penzance to discharge.
Stranded -	5	E.N.E.	-	Malahide, Ireland. Much damaged; lightened and got off 10 Sept.
Foundered -	9	N.W.	3	Supposed to have foundered off the Land's End. Not heard of.
Abandoned -	8	S.S.W.	-	Damaged and abandoned. Towed into Harwich waterlogged; crew saved.
Abandoned -	9	N.N.W.	-	Off Boscastle, N. Coast of Cornwall. Crew saved.
Stranded -	9	N.W.	-	Bude, N. Coast of Cornwall. At back of Breakwater; crew saved.
Stranded -	9	N.E.	-	New Quay, N. Coast of Cornwall. Much damaged at back of pier.
Stranded -	9	N.N.W.	-	Total wreck under Tenner Cliffs. Saved by Coast-guard, &c.
Stranded -	10	S.E.	-	Mount Edgcombe, Plymouth. Total wreck.
Stranded -	9	S.W.	3	Dulas Island, Anglesea. All lost. [in own boat.
Stranded -	-	-	-	Near the Calf of Man. Struck on a rock and sunk in a sudden squall; saved
Foundered -	-	-	5	Near the Shambles, off Portland. Dismasted, and seen to go down; all lost.
Stranded -	10	S.	-	Abbotsbury, Dorset. Run on shore in distress; saved by Coast-guard.
Stranded -	-	-	-	On Newport Sands, S. Wales. Discharged cargo, and got into Newport.
Foundered -	8	W.	-	Near the Rough Buoy, off Harwich. Crew saved.
Upset -	10	S.W.	Uncert.	Near the Owers. Found floating bottom up; towed into Littlehampton.
Leaky -	5	S.E.	-	Irish Sea. Leaky; put into Douglas, Isle of Man; had to discharge.
Abandoned -	-	-	-	Towed into Inniskea, W. Coast of Ireland, derelict. Nothing further known.
Stranded -	10	E.S.E.	-	Buxey Sand, entrance of Thames. Crew saved; was got off again.
Foundered -	9	N.N.W.	-	Off the Start, in stress of weather. Crew saved.
Foundered -	8	N.E.	-	Sunk, after striking on Carrig Thomas Rock. Saved.
Abandoned -	-	-	-	North Sea. Found waterlogged and abandoned; brought into Hull.
Stranded -	9	S.	-	Near Rye, Kent. Crew saved by Coast-guard of 31 Tower in life-boat.
Stranded -	6	E.S.E.	-	Orfordness. Got into Harwich damaged, with 6 feet water in her hold.
Collision -	-	-	2	Off I. of Wight. Collision with Norway barque; captain and wife drowned.
Stranded -	-	-	-	Damaged. Put into Cowes to discharge and repair.
Stranded -	6	S.W.	-	On the Blyth Sands, river Thames. In contact with the "Mary Maria."
Foundered -	5	N.	-	Off Hartlepool. Sunk, by springing a leak; crew saved in own boat.
Foundered -	-	-	-	Arran Island, Galway. Struck on a rock and sunk; crew saved in hooker.
Foundered -	-	-	-	Morecambe Bay, Lancashire. Crew saved in own boat.
Collision -	8	WNW.	-	Off Helwick Head, Dungarvon. Crew saved. Run down and sunk.
Stranded -	-	-	-	Sound of Islay. Struck on rock; put into Stromness.
Stranded -	4	E.	-	At Newburgh, near Aberdeen. Saved with materials and cargo; got off 17th.
Abandoned -	8	N.N.W.	-	Off Dungarvon, Waterford.
Stranded -	5	N.E.	-	Hartlepool. On the rocks under the Lighthouse; crew saved.
Total Wreck -	-	Calm.	-	Musa Island, on S.E. Coast of Shetland. Crew saved.
Foundered -	7	Eastly.	-	Sunk on the West Edge. All saved by the "Beulah" smack.
Stranded -	-	-	-	Holy Island Bay. Stranded on the rocks and sunk; crew saved. [boat.
Foundered -	7	N'thly.	-	Sunk in Broad Sound, after striking on the Hats and Barrels. Saved in own

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

1852 — SEPT.	NAME.	Belonging to	Rig.	Tons.	Men.	From	Bound to	Cargo.
12	Tar - - -	Whitby - -	Schooner	84	4	Newcastle -	St. Valery -	Coals -
„	Elizabeth - -	- - -	Schooner	64	4	Whitehaven	Cardiff - -	Ore - -
„	Victoria - -	Liverpool -	Schooner	101	5	Whitehaven	Newport -	Iron - -
„	Albion - - -	Crail - - -	Sloop - -	-	-	Newburgh -	Yarmouth -	Oats - -
„	Star - - - -	Bideford -	Schooner	79	5	Cork - - -	Bideford -	Limestone
13	Sun - - - -	Sunderland -	Brig - - -	241	8	Quebec - -	{ St. Andrew's, Pile - - - }	Timber -
15	Pattison - -	Sunderland -	Brig - - -	-	-	Sunderland -	London - -	- - -
16	Mary - - - -	Whitby - -	Schooner	-	-	Goole - - -	Dover - - -	Stone - -
„	L'Olivier - -	Nantes - -	Chasse-marée	51	3	Dieppe - - -	Blyth - - -	- - -
„	Caroline - -	Stralsund -	Brig - - -	-	-	Plymouth -	Newcastle -	Ballast -
„	Dart - - - -	Plymouth -	- - - -	-	-	Fowey - - -	Cardiff - -	- - -
18	Bhurtpore - -	Liverpool -	Ship - - -	987	31	Liverpool -	New Orleans	{ General and Passenger
„	Ellen - - - -	Aberystwith	Schooner	46	5	Dublin - - -	London - -	Oil-cake
„	Michèle - - -	Syra - - -	Brig - - -	228	11	Liverpool -	Constantinople	Coals - -
„	John Callum -	Leith - - -	Brig - - -	149	9	Aberdeen -	Havannah -	Machinery
„	Unity - - - -	Aberystwith	Sloop - -	16	3	Aberystwith	Llanely - -	Ballast -
„	Elizabeth - -	Oldenburgh	Galliot -	35	3	Leith - - -	Lossiemouth	Ballast -
19	Alert - - - -	Brixham - -	Schooner	104	6	Bridport -	Sunderland -	Ballast -
„	Orange Boven -	Whitby - -	Ketch - -	38	3	Middlesbro'	Whitby - -	Coals - -
„	Felix - - - -	Banff - - -	Schooner	91	5	Newcastle -	Banff - - -	Coals - -
„	William - - -	Belfast - -	Brig - - -	-	-	Archangel -	- - - -	Tar, &c.
„	Jemima - - -	Shields - -	Brig - - -	272	-	Taganrog -	Queenstown	Linseed -
20	Protheroe - -	Whitby - -	Schooner	109	5	Dieppe - - -	Whitby - -	Ballast -
„	Providence - -	Dartmouth -	Schooner	88	5	Falmouth -	Newcastle -	Mundic -
„	James - - - -	Southampton	Brig - - -	140	8	Newport -	Southampton	Coals - -
„	Violet - - - -	Spey - - -	- - - -	-	-	Speymouth -	- - - -	- - -
„	Commerce - -	Aberdeen -	Schooner	-	-	Sunderland -	Aberdeen -	Lime - -
„	Orchard - - -	Maryport -	Schooner	45	3	Glasgow -	Dunfanaghy	Iron, &c.
21	Britannia - -	Sunderland	Schooner	-	-	Caen - - -	London - -	Stone - -
„	Frankfort Packet	Inverkeithing	Schooner	120	5	London - -	Inverkeithing	Ballast -
„	Olive - - - -	Sunderland	Brig - - -	186	7	London - -	Sunderland -	Ballast -
„	Hercules - - -	Scarborough	Brig - - -	124	6	London - -	Shields - -	Ballast -
„	William and Sally	Swansea - -	Schooner	106	6	Stettin - -	Dundee - -	Timber -
„	Friends - - -	Banff - - -	Schooner	48	4	Sunderland -	Pt. Gordon -	Coals - -
„	Maria - - - -	Fanøe - - -	Galliot -	49	4	London - -	Hartlepool -	Ballast -
„	Sarah - - - -	Shields - -	- - - -	-	-	Ibrail - - -	Queenstown	- - -
„	Lady Frances -	Sunderland	Brig - - -	223	8	Swansea -	London - -	Patent Fuel
22	Paolina - - -	Venice - - -	Brig - - -	195	10	Newcastle -	Venice - -	Coke - -
„	Balmoral - - -	Sunderland	- - - -	-	-	- - - -	Sunderland -	- - -
23	Sarah and Mary	Sunderland	Schooner	104	5	Sunderland -	London - -	Coals - -
24	Fortitude - -	- - - -	Brig - - -	-	-	Falmouth -	Trieste - -	- - -
26	Martha - - -	Sunderland	Brig - - -	205	8	Sunderland -	Portsmouth	Coals - -
„	Schembri - - -	Malta - - -	Barque -	260	11	Odessa - -	Dublin - -	Indian Coal
28	Edinburgh - -	Sunderland	Schooner	75	4	- - - -	Sunderland -	- - -
„	Harriet - - -	Bangor - - -	Sloop - -	24	3	Liverpool -	Bangor - -	Coals - -
„	Emir - - - -	Holland - -	Galliot -	51	4	London - -	Hartlepool -	Ballast -
„	Welcome Home	Yarmouth -	Schooner	35	3	Yarmouth -	Sunderland -	Flour, &c.
„	Smyna - - - -	Workington	Brig - - -	90	4	Workington	Dublin - -	Coals - -
„	Celerity - - -	Fraserburgh	Schooner	44	5	Hamburgh -	Fraserburgh	Ballast -
„	James Hamilton	Troon - - -	Brig - - -	120	7	Troon - - -	Dublin - -	Coals - -
„	Hannah - - -	Goole - - -	Sloop - -	53	3	Goole - - -	Shoreham -	Coals - -
„	Providentia - -	Stromstadt	Schooner	61	5	Rouen - - -	Stromstadt	Ballast -
„	Wave Queen -	London - -	Steam Ship	113	23	Dieppe - - -	Newhaven -	Passengers
„	Emporium - -	Blyth - - -	Brig - - -	230	6	Eyemouth -	Blyth - - -	Nil - - -
„	Dantzic Packet -	Dantzic - -	- - - -	-	-	Liverpool -	Dantzic - -	- - -
29	Edward Coke -	- - - -	Schooner	-	-	Wisbeach -	Waterford -	Wheat - -
„	Carrs - - - -	Shields - -	Brig - - -	205	5	Liverpool -	Newcastle -	Salt - - -
„	Elizabeth Owens	- - - -	Flat - - -	-	-	Saltney - -	Holyhead -	- - -
„	Harmony - - -	Douglas - -	Brig - - -	163	8	Arundel - -	Douglas - -	Timber -
„	Bethsida - - -	- - - -	Schooner	101	5	Rotterdam -	Newcastle -	Ballast -
„	Suffolk - - -	- - - -	Brig - - -	74	5	Southwold -	Hartlepool -	Ballast -
„	Richard & Hannah	Sunderland	Brig - - -	210	7	Sunderland -	Amsterdam -	Coals - -

BANDONED; 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.		
2	Wrecked -	8	WNW.	-	On the Long Sand. Crew saved by the "Celerity."
	Leak -	6	N.N.W.	-	Put back to Whitehaven leaky, to discharge.
	Leak -	5	S.E.	-	Put into Douglas, leaky, to discharge.
	Stranded -	-	-	-	In the river; fell over, bilged, and sunk; much damaged.
	Stranded -	5	WNW.	-	On the rocks, near the Lighthouse, Bideford, and considerably damaged.
	Stranded -	8	Northly.	-	On the rocks, near the Long Pier, St. Andrews, and bilged.
	Foundered -	-	-	1	In collision, off the Dudgeon; the rest saved by the "Abeona."
	Foundered -	10	E. b. N.	-	On the Beach at Palling, by stress of weather.
10	Foundered -	10	E. b. N.	-	Off the Galloper, after being in collision. Crew saved.
	Upset -	10	E. b. N.	-	Off the Galloper, in a heavy squall. Crew saved.
	Foundered -	-	-	-	Off the Lizard. Crew saved.
	Wrecked -	4	N.E.	3	On the Long Bank, off Wexford. Three died from exhaustion, the rest saved by life-boat and other boats.
	Leak -	9	E.S.E.	-	Sprung a leak off the South Bishop, ran on the beach, and came off damaged.
	Wrecked -	8	N.E.	-	On the rocks near Carnsore. Crew saved in own boat.
	Wrecked -	6	N.E.	-	Near Girdleness Lighthouse. Crew saved in own boat. She went to pieces.
	Foundered -	9	E.S.E.	-	In St. Bride's Bay, by springing a leak.
	Stranded -	9	N.E.	-	On the Sands at Lossiemouth, and damaged.
	Wrecked -	9	N.E.	-	Near Sunderland, and went to pieces. Crew saved.
10	Wrecked -	10	N.E.	-	In Runswick Bay. Crew saved. A total wreck.
	Damaged -	6	N.E.	-	By missing the Channel, but was got in; half the cargo lost. [Harbour.
	Abandoned -	Fine	-	-	Off Kirkwall, leaky. Boarded by the islanders, and taken into Deer Sound
	Abandoned -	9	Eastly.	-	At sea, disabled and very leaky, from stress of weather. Crew saved.
	Stranded -	8	Nrthly.	-	Near Dymlington. Crew saved. Got off damaged, October 12th.
	Stranded -	8	N.E.	-	On the Herd Sand, and dismasted. Crew saved by S. Shields life-boat.
	Stranded -	2	W.	-	In Caldwell Bay, Isle of Wight, and bilged. Crew saved. Was got off.
	Stranded -	6	N.E.	-	On leaving the harbour, and must discharge.
	Fire -	9	N.E.	-	The lime took fire at sea; she was run into St. David's, and became a wreck.
50	Stranded -	4	S.	-	Near Horn Head, and damaged. She was got off the 24th September.
	Abandoned -	-	-	-	On the Middle Sand: she foundered, and was recovered by two smacks.
	Stranded -	9	N.E.	-	Near Dunbar; driven on shore. Crew saved by Manby's apparatus and the
	Stranded -	9	N.N.E.	-	Near Hartlepool. Crew saved by life-boat. Driven on shore. [Coast Guard.
	Wrecked -	9	N.N.E.	-	Drove on shore near Seaton Low Light. Crew saved by Seaton life-boat.
	Stranded -	7	N.E.	-	On the Herd Sand, and damaged. Crew saved by S. Shields life-boat.
	Stranded -	7	N.E.	-	On the Herd Sand, and damaged. Crew saved by S. Shields life-boat.
	Abandoned -	5	W. b. S.	-	Off Flambro' Head, in collision, taken into Bridlington derelict.
	Foundered -	-	-	-	Off Cape Clear. Crew saved by the "John and Isabella."
	Foundered -	5	WSW.	-	Off the Isle of Wight, by springing a leak. Crew saved in own boat.
	Stranded -	5	N.W.	-	On the Barnard Sand; was assisted off, and taken into Lowestoft Harbour.
60	Leak -	-	-	-	Put into Yarmouth to repair; sailed, became leaky, and went to Hull, where she was docked and repaired.
	Foundered -	3	WSW.	-	Off Hartlepool, by springing a leak. Crew saved by the "Glenelg."
	Leak -	-	-	-	Put back to Falmouth, with damage, to repair.
	Foundered -	2	WSW.	-	Off Dymlington, by springing a leak. Crew saved by the engineer(s).
	Stranded -	1	S.W.	-	On the Arklow Bank; was got off damaged, with loss of part of cargo, &c.
	Stranded -	6	Stly.	-	Drove on shore at Seaford; was got off damaged.
	Wrecked -	9	E.N.E.	3	On Puffin Island, Beaumaris Bay. All lost.
	Stranded -	9	N.E.	-	At West Hartlepool, and much damaged. Crew saved.
	Collision -	9	E.	-	In the Wear, by being run into, and sunk: damaged.
	Wrecked -	9	N.E.	4	On the Lighthouse wall, Dublin, by stress of weather. All lost.
170	Wrecked -	9	E.N.E.	1	In Robin Hood's Bay. Crew, except one, saved.
	Wrecked -	9	Eastly.	-	On the rocks near Balbriggan Lighthouse, by stress of weather. Crew saved.
	Stranded -	6	Stly.	-	Driven on shore at Shoreham by stress of weather. Was got off much damaged.
	Wrecked -	9	S.S.W.	-	Driven on shore near Dungeness Lighthouse. Crew saved.
	Stranded -	10	S.S.W.	-	At Newhaven by stress of weather. Was launched off again October 10th.
	Wrecked -	9	E.N.E.	-	Near Blyth. Crew saved by the Blyth life-boat.
	Leak -	9	-	-	Put back to Stornaway, from stress of weather, to discharge and repair.
	Missing -	-	-	-	Sailed from Wisbeach August 9th; not heard of since.
	Wrecked -	9	E.N.E.	-	Drove on shore near Moelfre, Anglesea. Crew saved by the life-boat.
	Wrecked -	-	-	-	Near Amlwch.
480	Stranded -	4	E.	-	On the rocks near Douglas, Isle of Man, and much damaged.
	Stranded -	9	N.N.E.	-	At West Hartlepool. Crew saved by line, and Carte's life-buoy.
	Stranded -	9	N.N.E.	-	At West Hartlepool. Crew saved.
483	Abandoned -	6	-	7	In the North Sea. The "Sylphide's" boat upset in an endeavour to save the crew, five of whom and two of the "Sylphide's" were lost.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

In the December Number of this Journal it was stated that several additional Life-boat Stations had been formed, and new boats built to replace old ones.

In addition to those previously enumerated, we have the gratification to record the following:—

PALLING, NORFOLK.—In the autumn of 1852, a new life-boat was placed at Palling by the Norfolk Association. This boat was constructed by the well-known builder, TEASDEL, of Yarmouth. Her dimensions are, length 32 ft., beam 9 ft. 7 in., depth amidships, 3 ft. 10 in., and at the extremities, 5 ft. 4 in.

Her interior fittings, like the other life-boats on this part of the coast, which are chiefly managed under sails, are on the same principle as those on the plan of Mr. PALMER, the late lamented deputy-chairman of the National Shipwreck Institution, although the air-cases containing the extra buoyancy of the boat are differently constructed.

The leading characteristic of these boats is, that they have no deck or platform having air-compartments under it, their whole extra buoyancy being contained in large cases or boxes extending round their sides and at either end, and filling up the space from the floor to the thwarts. Whatever water finds admittance into the boat is therefore confined in the midship part of it, where it acts as a loose ballast, and for which object, when she is in a heavy sea, it is intentionally let in, by raising plugs which are fitted to holes cut through the bottom of the boat for the purpose.

This boat has the appearance of being a powerful and serviceable one, but we have not yet heard that her qualifications have been put to any severe test.

ALDBOROUGH, SUFFOLK.—It was stated, in a former number, that a more powerful life-boat was required at Aldborough, where a small one, on PLENTY's design, had been temporarily stationed, having been removed there from the contiguous station at Sizewell.

A new boat on Mr. PEAKE's design has

now been placed there by the Shipwreck Institution, aided by local subscriptions. Her dimensions are, extreme length 32 ft., beam 8 ft. 6 in., depth amidships, 3 ft. 8 in., at extremities 6 ft.

This boat was launched from Messrs. FORRESTT's yard on the 9th ultimo, when her stability and self-righting power were tested, and we have every reason to believe that she will prove to be a very superior boat. She was found, after self-righting, to clear herself of water in about 40 seconds, and to require 23 men to stand on one gunwale to bring it to the water's edge.

Through the courtesy of the Comptroller-General of Coastguard, Captain ALEXANDER ELLICE, R. N., she has been conveyed to her station by H. M. revenue steamer *Argus*, where she will at once be suitably fitted by those who will themselves have to manage her, and will be got ready for active service against the forthcoming winter, when we trust that, should opportunity offer, the seamen of Aldborough may both establish her superior qualities and exhibit their own skill and courage in her management.

BROADSTAIRS, KENT.—In February of the present year, the Messrs. WHITE, the well-known yacht and ship-builders of Cowes, in the Isle of Wight, (who in the year 1850 liberally presented to the seamen of their native town a life-boat, built by themselves, and from their own design,) again made a gift to them of a second, of greater capacity than the former, which, although she had on the occasion of the wreck of the *Mary White* upon the Goodwin Sands, on the 6th of March, 1851, established most deservedly both the fame of herself and of the Broadstairs men, was yet of scarcely sufficient size to do all which might on some future occasions be required of her.

The dimensions of the new boat are.—length, 30 feet; beam, 8 feet 4 inches; depth amidships, 3 feet, including the keel; at extremities, 3 feet 10 inches. She is built of mahogany, and possesses the usual characteristics of Messrs. WHITE's life-boats:—viz., shallowness of depth; slight sheer of gunwale; hollow bow and quarter; great lightness compared with the generality of life-boats; and lastly, the absence of any

tubes, or other contrivances, for freeing herself of water, with the exception of two small plug-holes in her floor, it being considered that from the peculiar form of her side air-cases, she will relieve herself of all superabundance of water over her gunwale by the ordinary motion of the boat in a seaway.

We observe that water-ballast contained in metal tanks, ranged over the keel and filled from within board, has been added to this boat: in all former boats of the same build which we have seen (except that at Ilfracombe), there has been no ballast but the loose water on the floor.

Without entering on the merits of these boats, on points which are still matter of dispute both amongst boat-builders and sailors, we may safely pronounce the opinion that they are fast boats—that they are possessed of great stability—and that from their lightness (the larger one, it is said, not being more than about 20 cwt.) they are well suited for managing amongst the neighbouring sands of the Goodwin. It appears to us, however, that from the peculiar form of their bows and their want of height at the extremities, they must be much under water in a heavy broken sea, and we cannot but think it a point worthy of Messrs. WHITE's consideration, whether when intended for life-boats stationed on shore they might not be improved by having somewhat more height both at bow and stern. For ship's life-boats they appear to us perfect, and we heartily wish that every merchant vessel were compelled to carry them instead of the things miscalled life-boats, which are carried by the generality of our steamers and emigrant ships.

We know that we have here been treading on delicate ground; and, considering the present state of knowledge or rather of ignorance and want of experience of life-boats, fear that we may have been guilty of presumption in expressing an opinion upon them at all. Yet, however much the Messrs. WHITE may differ from us in their views, we may at least, as we have now much pleasure in doing, record our admiration of the liberality—public spirit—and kindly feeling towards the seamen of their

native town, which prompted those gentlemen to present them with two such valuable boats.

WHITEHAVEN, CUMBERLAND.—A life-boat on Mr. PEAKE's design, has been placed at Whitehaven. This boat was built for the Harbour Commissioners at that place by the Messrs. FORRESTT under the direction of the Committee of the National Shipwreck Institution. She was launched on the 24th of February last, and her stability and self-righting property being found satisfactory, she was shortly after conveyed to her station, where she is kept hoisted up within the pier, ready for any emergency which may bring her into requisition.

MEETINGS OF COMMITTEE.

11th Nov. GEORGE PALMER, Esq., V.P., in the Chair.

CONFIRMED Minutes of the previous Meeting, and those of the Finance and Wreck and Reward Sub-Committees.

Ordered the sale of 200*l.* Exchequer Bills, to meet the liabilities of the Institution.

Granted 20*l.* towards putting the Bridlington life-boat in a state of repair. The boat was stationed by the Institution at that place in 1824, and has since that period been instrumental in saving the lives of 57 shipwrecked persons.

Read and approved the Life-boat Inspector's additional report on the trials he had made on the new life-boats on the coast of Northumberland.

Reported that the new life-boat, placed at Newbiggin, had already done good service in saving the crews of three fishing cobs.

Resolved—

1. That the silver medal of the Institution be voted to Commander WARD, R.N., Inspector of Life-boats, in consideration of the risk of life he had incurred while making some experimental trials with the new life-boats, during rough weather, on the coast of Northumberland.

2. That designs of Mr. PEAKE's life-boats, of the respective lengths of 30 ft. and 35 ft., be furnished to the Hartlepool and Tees Bay Life-boat Societies.

3. That drawings of Col. COLQUHOUN'S life-boat carriage and limber be furnished to the Redcar Life-boat Society.

Voted one silver medal, one second service clasp, four thanks of Committee on vellum, and 54*l.* 7*s.* in rewards, as follows.

The thanks of the Committee, on vellum, to Mr. GEORGE BURTCHAELL, chief officer of coast-guard at 31 Tower Station, Rye; and 2*l.* 2*s.* to his crew, for saving, with the life-boat of the Institution, 3 out of 8 of the crew of the brig *Axon*, of London, which came on shore near that place during a gale of wind from the S., on the 18th August last.

Also the thanks of the Committee, on vellum, to Lieut. GEORGE FRANKLYN, R.N., chief officer of Black Rock Station, near Brighton (to whom the silver medal of the Institution was voted in 1839); and 5*l.* 5*s.* to other parties, for saving, with the life-boat, the crew of the schooner *Honoria*, of Dover, during a heavy gale of wind from S.S.W., on the 4th October last.

Also 1*l.* 10*s.* to Mr. R. PHILLIPS and two others, for putting off at midnight to go to the assistance of a fishing-boat, which had been wrecked on Gresholm Strand, near Milford, on the 26th October last.

Also the thanks of the Committee, on vellum, to Mr. R. O. WHITE, R.N., chief officer of Cornhill Station, near Dover; and 5*l.* to his boat's crew, for saving the crew of the schooner *Brandon*, of Falmouth, wrecked under the cliff of that station on the 26th October last.

Also the silver medal to Mr. A. BARNARD, chief officer of coast-guard, Clogher Head, coast of Louth; and 10*l.* to his boat's crew of five men, for rescuing the crew of the brig *Fidelity*, of Dublin, which went to pieces on the rocks near that place on the 26th October last.

Also 15*l.* to the crew of the lugger *Diana*, of Deal, for saving, at great risk, and after repeated attempts, the crew of the brig *George William*, of Shields, which was driven on the Goodwin Sands in a gale of wind from S.S.E. on the 26th October last.

Also second service clasp, and the thanks of the Committee, on vellum, to Mr. J. KEARNEY WHITE, chief officer of Blyth

coast-guard station; and 15*l.* 10*s.* to the crew of the Blyth life-boat, for saving the crew of the Russian barque *Victoria*, wrecked near that station during a gale of wind from the eastward, on the 28th October last.

Dec. 9. GEORGE PALMER, Esq., V.P.,
in the Chair.

Confirmed Minutes of the previous Meeting, and those of the Finance and Wreck and Reward Sub-Committees.

Read letter from the Aldborough Life-boat Committee, stating that they had in hand 52*l.* towards the building of a new life-boat; and that they had built a boat-house, 37 ft. 9 in. long by 14 ft. 9 in. wide.

Resolved—

1. That a 32-ft. life-boat, from a design by Mr. PEAKE, be ordered to be built, to be stationed at Aldborough, Suffolk.

2. That a 27-ft. life-boat, on Mr. PEAKE'S design, be ordered to be built for Cemlyn, Anglesea.

Read and approved the Inspector's Report relative to the build and state of the several life-boats which he had inspected, from Berwick-on-Tweed to the banks of the Thames.

Determined on receiving the Filey life-boat to be in connection with the Institution, and ordered the same to be put forthwith in an efficient state of repair, as well as the boat-house and roadway; and that Rear-Admiral Mitford be requested to form a local Committee to manage the boat, in conformity with the regulations of the Institution.

Voted four silver medals, one second service clasp, and 15*l.* 5*s.* in rewards, as follows.

A reward of 2*l.* 15*s.* to four men for their timely assistance to the passengers of the smack *Horatio*, which had come on shore near the Fleet coast-guard station, Dorset on the 8th November last. The smack had been in collision with a Swedish schooner, and had drifted a distance of 60 miles when she came on shore.

Also the second service clasp to Mr. A. BARNARD, chief officer of Clogher Head coast-guard station; and 3*l.* to his boat's crew of three men, for saving, on two trips, the crew of the schooner *William Pitt*,

wrecked near that place during an E.S.E. gale of wind on the 11th November last.

Also the silver medal to JAMES M'CARTHY, coast-guard chief boatman, Dundrum station; and 4*l.* to his boat's crew of four men, for going off on two occasions to the rescue of the schooner *Martha Grace*, wrecked on Dundrum Bar during a heavy gale of wind from the East on the 12th November last.

Also 10*s.* to P. O'SULLIVAN, coast-guard boatman of the river Boyne station, on the coast of Louth, for rushing into the surf to save the master of the barque *Minerva*, of Greenock, wrecked near that place during a heavy gale of wind from E.S.E. on the 12th November last. It being impracticable to launch a boat, 15 out of 17 of the crew perished.

Also silver medal to Mr. WM. BARRETT, R.N., chief officer of Balbriggan coast-guard station, Mr. WM. BARRETT, Jun., and the Rev. ALEXANDER SYNGE; and 5*l.* to five other men, for having, on three attempts, which occupied six hours, rescued 16 of the crew from the rigging of the barque *Young England*, of Glasgow, which had come on shore near that place during a heavy gale of wind from the East on the 14th November.

6th Jan., 1853. G. PALMER, Esq., V. P., in the Chair.

Confirmed Minutes of the previous Meeting, and those of the Finance and Wreck and Reward Sub-Committees.

Rear-Admiral TAYLER, C.B., presented to the Institution, through His Grace the President, the DUKE OF NORTHUMBERLAND, K.G., a sketch of his proposed Shipwrecked Sailors' Asylum, on the Goodwin Sands, which was ordered to be acknowledged with the thanks of the Committee.

Read a communication from the British and Foreign Steam Packet Company offering to convey to Penzance the Sennen Cove and Budehaven life-boats free of expense. To be accepted, with the thanks of the Committee.

Also from Captain OMMANNEY, R.N., Deputy Comptroller-General of the Coast Guard, stating that orders would be given to

tow the two boats by the revenue cruiser *Sylvia*, from Penzance to their destination.

Also from Captain OMMANNEY, R.N., stating that instructions would be given to convey the two sets of CARTE'S rocket apparatus, which the Institution purposed placing at Noss and Fetlar, Shetland, on board the revenue cruiser *Victoria*, and that Lieutenant SICKLEMORE, R. N., commander of the same, would be desired to teach the people the use of them. Both communications to be acknowledged with the thanks of the Committee.

Captain WARD, R. N., the Inspector of Life-Boats, called the attention of the Committee to a life-belt which had been designed by him, with the view to meet the different requirements which he deemed a life-boatman's belt ought to possess. It was made of Macintosh's patent cloth, and was divided into four compartments to afford greater security. Its buoyant power was equal to 28*lbs.*, and its price was 18*s.*—(See *Life-Boat Journal*, No. 7, p. 121.)

Determined on making a gangway to the Tynemouth life-boat house, at a cost of £24.

Elected Lord ALFRED H. PAGET, M.P., a Member of the Committee of Management.

Voted three silver medals, three thanks of Committee on vellum, and 68*l.* 7*s.* 6*d.* in rewards as follows:—

The sum of 5*l.* to the coxswain and crew of eight men of the life-boat stationed at Moelfre, Anglesey, for saving the crew of the schooner *Emma*, of Cardiff, wrecked near that place during a gale from the eastward, on the 10th November last.

Also 12*l.* 10*s.* to the coxswain and crew of eleven men, of the Llanddwyn life-boat, for saving the crew of the brig *Athena*, of Candia, wrecked in Carnarvon Bay, during a S. W. gale, on the 20th December last. And 2*l.* 10*s.* 6*d.* for expenses incurred on the shipwrecked crew.

Also the silver medal to Lieut. PARSONS, R.N., chief officer of Bournemouth Station, and 4*l.* to his four men for going off in the coast-guard galley to rescue eight persons from the barque *William Glenanderson*, wrecked near Bascombe, Coast of Dorset, during a heavy gale from S. to S. W. on the 27th December last; and afterwards

in saving four persons out of five from a life-boat belonging Sir PERCY SHELLEY's yacht, which had upset in attempting to go off to the wreck.

Also 3*l.* 17*s.* to eleven men, for going off in their boats to save the crew of the schooner *Janet Gibson*, wrecked during a dense fog, near Lerwick, on the Coast of Shetland, on the 8th September last.

Also 4*l.* to eight fishermen for going off in their curraghs to the assistance of several persons who were upset from a coast-guard galley, near Blacksod, Belmullet, Coast of Mayo, on the 5th November last. Three out of eight persons in the galley perished.

Also 10*s.* to two fishermen for going off in their boat to the assistance of two persons who were upset from a boat near Innis Free Island, on the Coast of Donegal, on the 30th November last.

Also 3*l.* 10*s.* to JOSHUA CHARD and his boat's crew of five men, for rescuing the master and mate of the brig *Ann and Mary*, of Sunderland, wrecked close to Sizewell Bank, Suffolk, on the 19th December last. The mate was rescued from the rigging, and the master from a floating piece of the wreck.

Also the thanks of the Committee on vellum, to Captain WILLOUGHBY, R.N., Lieut. IRVINE, R.N., of the Coast Guard, Lyme Regis, and Mr. HENRY HARVEY, commander of the revenue cruiser *Frances*, for their assistance to the crews and passengers of the barque *Herione*, from London to Australia with emigrants. Also the silver medal to Mr. WILLIAM BRIDLE, who was rescued from an upset boat. The barque struck on a rock off Lyme Cob, Dorset, during a hurricane, on the 26th December last. Four out of five persons lost their lives by the upsetting of their boat in endeavouring to assist the ship's boat into harbour. Granted 20*l.* in aid of the funds for the relief of the widows and orphans of the drowned men; and 9*l.* 10*s.* to nineteen other men, who assisted at this and two other wrecks, which took place on the same occasion.

Also the silver medal and 2*l.* to Mr. CHRISTOPHER DAY, master of the steam-tug *Contractor*, and 1*l.* to his two men, for

saving the crew of the brig *Louisa*, of Riga, wrecked on the North Gars, near Seaton, Durham, during a strong E.S.E. gale of wind on the 29th October last.

WRECK OF THE STEAMER "DUKE OF SUTHERLAND."

ON the 1st of April in the present year occurred one of those fearful wrecks which ever and anon startle even the inhabitants of these sea-girt islands, accustomed as they have been from time immemorial to the periodical sacrifice, by shipwreck, of large numbers of their fellow-countrymen; and which, if there were not an instinctive repugnance in the human heart to discover its own nakedness, would surely be sufficient to raise the questions amongst us, whether or not we have adopted every available means for preventing such sad disasters?—whether or not we have evinced that care for the preservation of human life which its value demands of us, and which our duty towards our neighbour requires at our hands?

In bringing to the notice of our readers an account of the wreck of the *Duke of Sutherland*, we are not actuated merely by a desire to excite their compassionate sympathy; or to wound their feelings by a recital of the circumstances connected with it; still less do we do so for their amusement only; but we conceive that it may serve a practical purpose, as illustrative of the imperfect system which still exists in this country for saving life from shipwreck.

The facts of this sad catastrophe, as extracted from the public accounts of it, are as follows.

On the 1st of April, 1853, the steamer *Duke of Sutherland*, having on board 52 souls, made her appearance off the harbour of Aberdeen, having performed her periodical journey from London with her accustomed ease and punctuality; while those embarked in her, amongst whom were 24 passengers, male and female, were anticipating an almost immediate landing, amidst their friends awaiting them on the shore. Nor does there appear to have been any reason why

they should have entertained any doubts of their voyage terminating as favourably as it had hitherto been performed. Their ship was a good one and well equipped, and no one has impugned the skill of her commander and officers, who had, moreover, the advantage of being well acquainted with the port. The time, too, was in broad daylight, and as the vessel had been delayed without the harbour until the signal was made that there was sufficient water on the bar, there was time for her to be placed in the most favourable position for entering it. Everything, therefore, so far as human foresight could perceive, concurred in her favour; but all was to be of no avail. We will, however, narrate the circumstances in detail, in the words of eye-witnesses, as published at the time:—

"On the afternoon of Friday, the 1st April, the city of Aberdeen was thrown into a state of great excitement by the wreck of the steamer *Duke of Sutherland*, Captain HOWLAND, just arrived from London, at the very mouth of the harbour, and the loss of many lives before the eyes of thousands of their fellow-citizens, who, though almost within speaking distance, and recognising amongst them their own personal acquaintances, felt themselves powerless to save them.

"The harbour of Aberdeen has long been known as an unsafe one; and several vessels—among them one or two steamers—have before this been lost in attempting to enter it. Lying immediately behind, and to the north of the promontory of Girdleness, the last link of the great Grampian chain, the channel does not run straight out to sea, but takes a slight northerly direction. Hence it is easy of access for ships coming from the north; but when vessels arrive from the south they cannot run in directly after rounding the promontory, but must still hold a north-westerly course till they have cleared the rocks to the south of the harbour; after which they must come sharp round, or they will go ashore on the pier-head. The danger of this catastrophe is much increased when the wind is blowing fresh from the southward, and still more when, in addition to this, the river is in

flood, as the current then sets strong against the pier on the north side of the harbour.

"All these incidents combined in the destruction of the unfortunate *Duke of Sutherland*. The Dee had been flooded for several days past in consequence of the melting of the snows among the hills in its upper course, and the wind, which had been fresh and blustering all day from the south, had raised a considerable sea, which broke in great sheets of surf upon the sandy beach to the north and south of the harbour. In the main channel of the stream, however, there was nothing to alarm, nothing to prevent any ship from taking the harbour. The sea was rolling high, indeed, but it rolled in what sailors call whole water, and hence when the *Duke of Sutherland* was seen rounding the Girdleness-point, about half-past five o'clock in the afternoon—that is about the usual time that she was expected to make her voyage—no fears were expressed by any one of her safe entrance. It was a grand sight to see the magnificent vessel battling with and mastering the swelling waves as she rounded the headland. That feeling lasted but a minute, however; she had scarcely cleared the rocks to the south when the experienced eyes of some old fishermen saw that she was too far to the northward, and comprehending the impossibility of her beating off against the united force of wind and tide, the exclamation was raised that she was 'a gone ship.' The prediction was but too fatally verified. In less time almost than it takes to tell it, she struck with tremendous force against the rocks lying seaward at the head of the pier, and then, turning broadside on to the waves, lay a helpless log on the waters. The alarm was soon spread, and in a few minutes the pier was crowded with thousands of spectators, the more adventurous of whom rushed to the extreme point of the pier, within a very few yards of where the ill-fated vessel was stranded, though the sea occasionally broke right over them, as it was already doing over the ship's decks. The full peril of those on board was instantly comprehended. She was an iron vessel, and it was feared would not hold long together, especially as it was

seen that she had grounded amidships. The event too speedily realized their worst fears. Within less than ten minutes from the time she struck, the bow of the vessel was torn sheer from the waist and was drifted up the harbour, while the main part remained hard and fast upon the rocks. So rapidly had the sea broken her up and found an entrance into her, that within a very few minutes from the first shock the waves could be seen from the pier dashing up from the interior of her hold black and discoloured by the coals. No lives, we believe, were lost when the fore part of the vessel was torn away, for the sailors had, when the vessel first struck, ran aft to lower the life-boat that lay on the starboard paddle-box, being that nearest to hand. Some parties said they could hear the captain, who was on the paddle-box at the time of the accident, give orders for their doing so; at any rate it could hardly be his orders that the ship's crew should save themselves in her. Such, however, was the case. The life-boat on the starboard, or shore side, was got out, and was immediately filled with persons from the wreck; but, with the single exception of a little boy about ten years of age, there was not a single passenger among them. They were the seamen and firemen of the ship, headed by the chief mate. It may be that after landing the greater part of their number, the rest intended to return and bring off the passengers; but however that might be, their intentions were not put to the test; for after pulling a short way through the surf at the back, or north side of the pier, a tremendous sea struck the boat and upset her, throwing some ten or fifteen persons into the boiling ocean. In all probability most of them would have perished but for the gallantry of the spectators on shore; some of the stoutest of whom dashed into the sea, and being held by the linked hands of others nearer the shore, succeeded in bringing every one, the boy among the rest, safely ashore. It is to be regretted that, in the eagerness to save these unfortunate persons, all thought of securing the capsized life-boat was forgotten, so that she drifted away to the northward, and all chance of rendering her useful in

saving other persons, by manning her with a fresh crew from the land, was frustrated.

"While these things were taking place on board, other and highly praiseworthy exertions for their safety were made ashore. A life-boat, which was left lying in the harbour, ready to be launched either to the north or the south side, was very early resorted to by the spectators; and, as soon as hands enough could be got together, she was launched into the surf behind the pier, and manned by a crew of twelve hardy seamen. With incredible labour and exertion the boat was impelled through the waves, and reached the steamer in safety. Here a scene of great confusion and excitement occurred. It was impossible to allow the boat to come close alongside the steamer, or she would infallibly have been dashed to pieces against the ship's quarter, which was swaying fearfully from side to side, giving warning of the fate which soon afterwards befell it; the only resource for the passengers, therefore, was to spring from the ship's side into the boat. In doing so many seemed to be severely hurt, others fell short and dropped into the sea; and though several of them were rescued by the boat's crew, yet it was inevitable that many perished. They succeeded in filling the boat, however, with rather more people than was consistent with prudence; but it is gratifying to add that the boat, with her precious freight, was speedily and safely got ashore. The voyage to land was accomplished much more easily than that to the ship, as the sea was now nearly at high flood, and the current was setting in strong upon the land. The same cause that brought the life-boat so speedily ashore of course impeded her return, which the brave fellows on board showed great alacrity in attempting. It was fruitless, however. For a long time they put forth the most strenuous exertions in contending against the wind and the sea; but, scarcely had they gained a few yards, in a comparative lull, than a tremendous sea rushing in upon the land would overpower all their exertions, and drive them farther in than they were before. After continuing for a considerable length of time at this fruitless task, it was at length suggested that the boat might be

towed out beyond the extreme violence of the surf by the people on the pier, she was brought accordingly close below it, and a rope being handed up, she was dragged a short way through the surf. But it was soon found that this course was equally futile with the other. The boat was dragged along, indeed, but she was dragged through the billows instead of rising to them; and in a short time it was found that she was fast filling with water. The attempt was, therefore, given up, and we are not aware that a fresh crew was thought of. At all events the life-boat made only one voyage to the ill-fated ship.

"A still more disastrous event befell another attempt that was made from the shore. One of the boats used for the purpose of salmon-fishing in the districts, and whose flat bottoms and other peculiarities cause them to be considered good sea boats at least, as they can be kept head on to the sea, was lying on the beach at the time. The brother of Captain HOWLAND, his brother-in-law, and four other persons, resolved to make an attempt to reach the vessel with this boat, and endeavour to rescue some of the persons on board. For a time all went on well. So long as they kept under the lee of the pier, they made way and actually succeeded in reaching the ship. But there their success ended. When they reached the steamer, and thus became exposed to the full fury of the wind and current, the frail craft was whirled away in an instant, nor could all the exertions of the crew keep her more than a minute near the vessel. During that brief period two individuals leaped from the ship and attempted to get on board. Both fell into the sea—one perished, the other was caught by the boats' crew and got on board, thus prolonging his life alas! but a few minutes; for, in attempting to bring the boat's head round so that they might pull for land, a heavy wave completely swamped her. She sank immediately, amidst the shrieks of the crowd, who thus saw the horrors of the scene inconceivably increased by the destruction of the brave fellows who had gone to the rescue of the others. Of the seven men thus thrown in the sea, only one managed, by laying hold of an oar, to

reach the land in safety; all the others were swallowed up in the foaming surf.

"While these things were going on, the waves were doing their work of destruction on the devoted steamer. We have already mentioned that in an inconceivably short space of time she parted in front. In about half an hour afterwards the stern and the quarter deck were swept away. The masts had gone some time before; the last that was seen being the mizenmast, which swayed fearfully to and fro in the water for some time before it finally disappeared. Nothing remained but the middle part of the ship, with the starboard paddle-box, on which the survivors of the crew, now reduced to some dozen persons or so, were congregated, and whose cries could be heard above the howling of the tempest, as their persons were distinctly seen from the shore. It is probable that even this part of the vessel would have followed the others, but that the weight of the machinery had caused it to take a firmer hold of the rocks, and to present a more solid resistance to the waves than the fore-castle or the poop. The disappearance of these latter portions of the ship was so rapid as must have appalled the stoutest hearts. Hence the impatience of many on board to trust to their own efforts to escape, and not to wait for the exertions—torturingly lingering as they must have appeared to them—made from the shore. At an early period of the catastrophe many persons were observed rushing to the life-buoys and other apparatus for saving life that were to be found on board. A seaman belonging to Her Majesty's ship *Archer* (lying in the harbour), who was standing on the pier, with extraordinary bravery leaped right off into the surf, and made his way to a man apparently clinging to the stakes of a net. His gallantry was fruitless, beyond the universal admiration its brilliancy excited; the man was found to be dead, and not clinging to but entangled by the net. It is gratifying, however, to add, that the seaman, whose name, we understand, is ROBB, succeeded in reaching the shore in safety.

"We have reserved to the last another attempt to communicate with the ship,

though, in point of fact, it was attempted before some of those efforts we have been narrating, Captain MANBY'S apparatus for firing over the ship a ball from a mortar, having a line attached to it, was brought down to the pier end and was early brought into action. It happened, however, that there was no one—not even the person in charge of it—who understood its management, and several attempts were made to discharge it, which just as frequently failed. The impatience and excitement of the bystanders rose to a great height, and in the same proportion the flurry and nervousness increased of the persons who were attempting to discharge it; and it is probable the apparatus would have been wholly useless had it not been for a party of the officers of the *Archer*, already mentioned, who made their way to the place, and succeeded in discharging a rocket right over the heads of the survivors, now huddled on the paddle-box, amid the joyous exultations of the crowd. Even then, however, the apparatus was incomplete. The cradle or basket in which to place the persons that were to be handed along the lines was wanting, and the only mode of securing them was the necessarily imperfect one of fastening them by small lines. The consequence was that more than one or two individuals dropped into the sea; and among them, we regret to say, was the captain himself. He was among the earliest that attempted to come ashore in this way; but before he had passed half across the yawning gulf his strength failed him, he lost his hold, and fell into the sea. The majority, however, were more successful, and before daylight had utterly gone all the survivors were got on shore in this way.

"It will have been seen that there was no great amount of heroism displayed by the crew on board. We have already mentioned that the mate and part of the crew were the first to leave the wreck in the ship's life-boat; the men generally displayed great anxiety in escaping by the life apparatus, taking precedence of the women for that purpose; and lastly the captain himself, whose untimely fate, however, may well dis-

arm all severe criticism on his conduct, was among the first that attempted to prove the efficiency of the life apparatus. From this list, however, must be excepted the head steward of the steamer, Duncan Christie, who remained by the vessel till he had seen every one else out of her, giving directions and assisting with praiseworthy energy in securing the lines round the females and others that were to be passed over the gulf between the wreck and the pier, and then—it is gratifying to be able to add—himself succeeding in getting safely to land.

"We are happy to be given to understand that a public subscription, which already amounts to a considerable sum, has been opened for CHRISTIE, in acknowledgment of his meritorious services on the distressing occasion."

Such is a recital of one of the latest of those tragedies whose periodical recurrence, as before observed, we have become so inured to, that we apparently receive them as matters of course—as fatal necessities which it were useless to prepare against—or as the decrees of a Providence who has seen fit to mingle gall with the cup of human happiness, and which it were therefore unavailing to resist.

Whether, however, such be or be not the causes of the apathy and indifference which, so far at least as any practical effects are concerned, is exhibited on this subject, we have this fact before us, that up to the present time, in an important British port, and that acknowledged to be an unsafe one, no preparations have existed to meet a casualty which might at any moment have occurred, and even the Rocket or Mortar apparatus (for the accounts vary as to which it was), that had at some former time been supplied to afford assistance on such occasions, had been suffered to fall into a state of neglect and no persons had been taught its use; so that had there not fortunately been a man-of-war lying in the harbour at the time, some of whose officers on their arrival at the spot successfully brought it into play, it is questionable whether any person would have been saved but those who landed in the boats; whilst on the contrary, so far as can

be judged from the published accounts, had there been an efficient life-boat in the port, and had the rocket or mortar apparatus been in a state of readiness and in proper order, not a single life need have been sacrificed.

We think it may be useful to consider this sad calamity—

1st. As showing the constant liability to accidents of even the powerful, well-equipped steamer, up to the very moment of her entering the port she is bound to, thereby evincing the necessity of a constant preparation and the folly of supposing that because a particular port has not for a long time been the scene of shipwreck, it is therefore entitled to expect a perpetual immunity from it.

2ndly. As affording an instance of the deficiency of preparation and means of succour to shipwrecked persons which actually does exist in this country at the present time, and the almost impossibility of those on shore rendering any important services, however close the wrecked vessel may be to them, unless they are supplied with all proper apparatus and with hands practised in their use.

3rdly. As showing the call which there is for the establishment of a governmental supervision of the means employed for saving life from shipwreck around the whole coasts of the United Kingdom, and for the enactment of a law which should compel every port to maintain adequate means for the succour of vessels in distress, as they are already to support an efficient police for the protection of persons and property on shore.

This is a subject which we may return to; but, for the present, we will leave it to our readers to consider whether the existing state of things is satisfactory, or whether, when we reflect that six or seven hundred lives annually perish on our own shores, so great a sacrifice of human life, and so continual a drain upon our nursery of British seamen, are not evils of sufficient magnitude to be deserving of some more serious endeavours to alleviate them than have hitherto been attempted.

CORRESPONDENTS.

J. K. W. (Framore).—Many thanks for your communication. If our friends would do likewise the number of our subscribers would be greatly increased. Our object is not to make a profit by our publication, but to diffuse useful information respecting the means of saving life from wrecks. In this our subscribers can materially not only assist the circulation of *The Life-Boat Journal*, but also the cause of humanity; for they may, by calling the attention of sailors and fishermen to some practical hint in one of its numbers, contribute to the saving of a fellow-creature's life from a watery grave.

"A FISHERMAN."—We shall be glad to receive your paper. It is to you and the boatmen on our coasts we look, in cases of wrecks, to man our life-boats; and such practical observations on subjects relating thereto, will always receive our attentive consideration.

"NAUTICUS."—Yes. Lieut. R. R. METHERELL, R. N., while coast-guard chief officer at Ardmore, Cork, was presented with the gold medallion of the Shipwreck Institution, for his gallantry and promptitude in saving, with one of Palmer's life-boats, the crew of the brig *Medora*, wrecked in Ardmore Bay, near Youghal, on Feb. 23, 1840. He had also the previous year exerted himself in a conspicuous manner in saving the crew of the ship *Mary*, from New Brunswick.

A. B. (Bristol).—Captain WARD's inflated and cork belts can be seen at the Polytechnic Institution, Regent Street, and at the Great Exhibition, Dublin.

Z. Z.—Mrs. CARTE, of Hull, continues to supply all the life-preserving apparatus which her late husband invented.

P. L.—One of Col. COLQUHOUN's life-boat carriages is placed at Cullercoats, Northumberland, and a drawing of the same can be seen on application at the office of the National Shipwreck Institution.

"INQUIRER."—Captain MANBY's apparatus has been the means of saving some hundreds of lives of shipwrecked persons on the coasts. The Shipwreck Institution has granted rewards for saving 198 lives by it. It is supplied through the Board of Customs.

"LIFE-BOATMAN."—Capt. WASHINGTON's Lecture on Life-Boats can be had of Mr. BOGUE, bookseller, Fleet-street; it costs 6d.

Royal National Institution

FOR THE PRESERVATION OF LIFE FROM SHIPWRECK.

ESTABLISHED IN 1824.

SUPPORTED BY VOLUNTARY SUBSCRIPTIONS.

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LIFE-BOAT INSPECTOR—Commander WARD, R.N.

The COMMITTEE OF MANAGEMENT would earnestly call the attention of the public to the fact, that during the past year 1100 wrecks took place on the Coasts of the United Kingdom, accompanied by the fearful loss of 900 lives. They have, however, the satisfaction to state, that during the same period they have voted, in addition to 23 silver medals and 13 other honorary rewards, a sum of 314*l.*, to persons who have assisted in the saving of 773 lives, or nearly double the number of any former year, many of whom were rescued by means of the life-boats of the Institution—a gratifying circumstance, both on account of the amount of actual good done, and of the share which the Society has had in the encouragement of laudable exertions to save life.

Thus, since the establishment of the Institution in 1824, 78 gold medallions, and 523 silver medals for distinguished services, have been granted by it for saving 8,151 lives, besides pecuniary rewards amounting together to 8,790*l.*

Additional Life-Boats have also been placed by the Society during the past month at Aldborough, Suffolk; Barmouth, and Cemlyn, on the Coast of Wales; others are building, and will be ready in the course of the present month, for Lyme Regis, Dorset; Penzance, and Sennen Cove, Cornwall. The cost of each of these boats, including carriage and boat-house, cannot be reckoned at less than 300*l.*, in addition to a permanent annual outlay for the pay of the coxswain and exercise of her crew.

The Committee, therefore, confidently appeal to the public to contribute towards the safety of the mariner, who, to provide them with many of the comforts and luxuries of life, is exposed to all the fury of the storm, by the establishment around our Coasts of a well-organized system of Life-Boats, and every practicable means for the preservation of life from shipwreck.

Donations and Annual Subscriptions will be thankfully received by Cheques or Post Office Orders by MESSRS. WILLIS, PERCIVAL, & Co., Bankers to the Institution, 76 Lombard Street; MESSRS. HERRIES, FARCHAR, and Co., 16 St. James's Street; MESSRS. COURTS and Co., 59 Strand; LONDON and COUNTRY BANK, 21 Lombard Street; by the principal Bankers and Army and Navy Agents in the Metropolis; by the Country Bankers, and at the Office of the Institution, 20 JOHN STREET, ADELPHI.

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