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THE PREVENTION OF WRECKS AND SAVING LIFE FROM SHIPWRECK.

WE have on different occasions in this Journal remarked on what we conceived to be the imperfection, when taken as a whole, of the present system for rescuing shipwrecked persons from drowning; that whilst, in some localities, most creditable exertions have been made, and much success has attended those exertions, yet that at no place perhaps has as much been done as was possible; and that at many, little or nothing has been attempted—where the storm seems to have been regarded as a monster who, as a matter of course, will prey on those that have the temerity to venture upon his domain; or as the Deity of the watery wilds who needs to be propitiated by this periodical sacrifice from amongst his votaries.

The consequence has been, that a waste of human life has taken place, which, even in a single year, presents a melancholy picture to the view; but which if contemplated in the aggregate, over a lengthened period, will be found to have been the work of a power far more devastating in its effects than the cannon and sword of the enemy.

We do not mean to imply that any human efforts could have subdued this power, or altogether have neutralized its effects, but that much more might be done under the working of a well-organized and comprehensive system which should insure—

1st. The adoption of all practicable precautionary measures which might lead to the prevention of shipwreck.

2nd. The employment of every available means on board merchant vessels for saving the lives of their crews, and effecting communication with the shore, in the event of their getting stranded.

3rd. The establishment all along our coasts of the most perfect system which can be devised, for affording them timely succour from the land.

The first of these heads, indeed, embraces a wide field for cultivation, in which much has been already done and well done, but where more yet remains to be accomplished. It includes all that can facilitate the safe navigation of our coasts.—The exact surveying of every part of them, and the publication of charts, on which shall be clearly portrayed and defined every danger which lies in the mariner's way.—The establishment of the most perfect system of light-houses, buoys, beacons, and sea-marks.—The creation of harbours of refuge, and the improvement of natural harbours, and the mouths of navigable rivers.—The enactment of a rigid system of surveillance which should prevent the sailing out of port of vessels that are leaky or unseaworthy, half-manned, or ill-found; and which should require sufficient proof of the qualifications of masters and superior officers, as seamen, navigators, and commanders of others.—The improvement of the mode of calculating the tonnage of vessels, and of the scale according to which the levying of tolls, harbour and dock dues, &c., are calculated; which systems have hitherto acted as premiums on the construction of bad sailing ships, and have by that means been prolific sources of shipwreck; since a fast-sailing

clipper vessel can readily beat off a lee-shore, when one of the more prevailing form of colliers, coasters, and other merchant craft, would infallibly drift bodily on to it.

On the second head, but little or nothing has been yet done.—It has possibly been considered that the owner of a ship, if not actuated by motives of humanity, or a sense of duty to those in his employ, would at least be prompted by self-interest, to provide as far as possible for their safety as well as for that of his vessel. The legislature of the country has accordingly hitherto scarcely interfered in the matter; and, strange to say, public opinion has not been directed to it. The shipowner has therefore had, as his sole motive power, his own sense of the moral responsibility resting upon him to urge him to do unto others, and those his own servants, as if similarly circumstanced he would have wished them to do unto him.

The manner in which this provision for the safety of ship's crews might be effected may be shortly defined as follows:—

1st. Every merchant vessel should carry one or more boats, so far fitted as life-boats, that they should have a sufficient amount of extra buoyancy to support the whole of the ship's crew in the event of getting filled by a sea; and of a form calculated for landing through a surf. Such a boat can readily be thus fitted without materially interfering with her stowage-room or disqualifying her for all the ordinary uses to which ships' boats are put.

2nd. She should be provided with an efficient life-buoy;—and one of the best description of circular cork ones can be procured for the small sum of 12s. 6d.

3rd. She should likewise be provided with as many good cork life-belts as there are persons in her crew, which should be kept secured to the bulwark, or other convenient situation on deck, where they could be readily got at in the event of the vessel getting ashore, or her crew having from any other cause to take to their boat. A belt of this kind, having sufficient buoyancy to make it impossible for a person having it on to sink, and yet not interfering with the free use of his limbs, may be also had for a small sum, and which might often be

the salvation of a man's life if upset from his boat in attempting to land through a surf.

Lastly. She should also be furnished with some means for conveying a line to the shore, in the event of her getting stranded sufficiently near to make it practicable. The rocket and mortar apparatus are unsuitable for the purpose, as they would probably seldom be ready for immediate use; and as a vessel on taking the ground is in general immediately subjected to such violent concussions by the waves striking her that it would in most cases be unmanageable. The flying à kite from the vessel to the shore has been suggested by Colonel DANSEY, R.A., and it might sometimes be available, although there would probably often be difficulty in getting it to ascend in the first instance clear of the rigging and of the eddy winds under the vessel's lee. The most feasible plan would at first sight appear to be to float a buoy with a line attached to it to the shore; but it is generally found that the drawback of the retiring waves, together with the weight of the line, prevents a buoy from quite reaching the beach. We think it probable, however, that a very light buoy, which should expose a large surface to the wind, and have but little hold on the water, and having a small manilla or other floating-line attached to it, would, if the wind were sufficiently on shore, be in general carried so close to it that it might be grappled by those on the beach: it is at all events a matter worth making further experiments upon. A buoy of this character, formed of waterproof cloth, which folds up and self-inflates on being distended, was some years since invented by the Rev. JAMES WILLIAMS, Rector of Llanfairyrghornwy, in Anglesea—an old friend and zealous coadjutor of this Institution, and we think it would be admirably adapted for the purpose.

By the general use on board merchant vessels of such means as those we have recommended, we believe that numberless valuable lives might be saved. The adoption of them, however, cannot be secured by any power of less magnitude and authority than the legislature of the country. The

voices of societies or individuals have no weight whatever in such cases; we may raise them as loudly as we will, it is of no avail; ships and boats will continue to be badly built and ill-suited for the work they have to perform; they will still be ill-fitted, ill-manned, ill-found as hitherto, unless self-interest, or some other power more cogent than humanity and love to their fellow-creatures shall urge those possessing this kind of property to see the necessity for a change.

As a striking instance of the heartlessness which exists on this subject, we have been informed by respectable boat-builders in this metropolis that on more than one occasion, when old worn-out boats have been brought to them to be repaired, and they have stated that they were not worth repairing, they have been asked seriously, in reply, whether they could not make them pass muster as life-boats, by concealing the decayed and worn-out parts behind the air-cases and other fittings, the vessels they belonged to being included in the category of those that are compelled to carry boats, which, at all events, should have the appearance of life-boats.

Although, however, we cannot interfere on these points, and our opinion may have no weight with those who have the power to do so; yet, on our third head, viz., the establishment of measures for affording succour to shipwrecked persons from the land, something may, and we trust more and more will be done by a charitable society like the National Shipwreck Institution, founded for that express purpose. We may not be able to do all we could wish, but we may do a great deal; we may stir up and assist and rally round us local efforts; we may by degrees establish an increased number and improved description of life-boats; we may continue, as we have done, to reward and encourage those who risk their lives to save others; we may endeavour to awaken general interest on the subject. But our capability of usefulness will be proportional to the assistance afforded us by the public.

To that public we must, therefore, again and again appeal, and we have every confidence that we shall not do so in vain.

ADMIRALTY REGISTER OF WRECKS FOR THE YEARS 1850-51.

SUCH is the title of an interesting blue-book recently presented to Parliament by the Harbour Department of the Admiralty. The register is necessarily dry and bald. From the number of columns (22) through which the information relative to the wrecks and casualties which occurred on the coasts and in the seas of the United Kingdom during the years 1850-51 is interspersed, we scarcely know how to convey an adequate idea of the curious contents of the book. In addition to a Wreck Chart for the year 1850 and a Chart of the Lights and Light-houses, it contains 289 pages folio, each line of which being the record of a disaster. We will, however, abandon the tabular form of the original, and group together a few cases in our usual manner, illustrative of its contents.

Jan. 10, 1850.—The brig *Adele* was wrecked near Wexford during extremely thick weather, and four hands perished. Neither life-boat, rocket, nor mortar in the neighbourhood.

Feb. 6.—The sloop *Lord Duncan*, of Dartmouth, was driven on shore at Morgan Porth, near Padstow, and went to pieces. All hands perished without the slightest possibility of assistance being afforded to them.

May 7.—Name unknown, wrecked on the Goodwin Sands. The Inspecting-Commander of the Coast-guard, in reporting the case, states, that so many wrecks are washed from these sands after a gale from the east, that it is impossible to say whether this was one wrecked on this date.

June 15.—The brig *Hamond*, of Shields, was wrecked off Hartlepool, in consequence of the want of sufficient ballast to carry sail, or keep the vessel from capsizing in a stiff breeze. Estimated value of vessel 800*l.* Insured for 800*l.*

June 28.—The schooner *Three Brothers*, of Cork, was wrecked in Dingle Bay. Her loss was attributed to want of buoys and beacons. Value of vessel 100*l.*—that of cargo (wheat) 1000*l.*, which was insured.

Aug. 20.—The brig *William Rushton* was ran down, near Point Lynas, by the steamer *Minerva*. 7 of the brig's crew perished.

Sept. 24.—The steamer *Superb*, of Jersey, wrecked near the Minquiers Rocks. 19 per-

sons supposed to have perished. Had 2 boats, but, like all other steamers, not sufficiently large to carry all the passengers.

Oct. 7.—The schooner *Edith*, of Montrose, ran ashore near North Esk, Montrose,—through ignorance and want of seamanship. Vessel insured for 1000*l*.

Oct. 24.—The sloop *Jane*, of Frazerburgh, wrecked on Black Middens through stress of weather. Crew saved by life-boat.

Nov. 14.—The ship *Adeline*, of Kennebunk, and the *Strabane* of Glasgow—both wrecked on the Blackwater Bank in thick and foggy weather. Inspecting-Commander of Coast-guard states,—“It is my firm conviction that these two unfortunate vessels would not have been lost or even stranded had there been a light-vessel moored seaward—half-a-mile from the dangerous Blackwater Bank.”

Nov. 19.—The brig *Medusa*, of Sunderland, forced on a lee-shore near the Old Church, Smerwick. The crew of the vessel must all have perished for want of a rocket, had not the tide been high when she stranded. No life-boat.

Nov. 19.—The brigs *Hella* and *James Hay*, of Cork, both wrecked near Tenby, and both might have been saved had there been a life-boat near the place. Estimated loss of both vessels, 1050*l*.

Dec. 5.—The schooner *Enterprise* of Stornoway. Wrecked at Tavay near the Birkin Island. One passenger drowned. Not sufficient means for saving life in the district.

Jan. 2, 1851.—The billyboy *W. and M.* Drove on the Stony Binks, Spurn. Crew saved by the life-boat.

Jan. 15.—The brig *Wilsons*, of Cork. Went on shore north of Five-mile Point Station House, Dublin, and almost immediately became a total wreck; four hands lost.

May 2.—The screw-steamer *Mars*, of Dundee, struck on a rock near Crail. Wreck caused by negligence and keeping too close to the land, and not casting the lead. A little girl, 9 years old, a passenger, drowned.

June 4.—The sloop *Mary Ann*, of Newcastle, sprang a leak, and was ran on shore 2 miles north of Whitby; two men drowned. A bad leak and stormy weather. Vessel had no chart on board. Rockets were fired and life-boat was out, but could not reach the place in time.

Such are a few promiscuous cases taken

from this Wreck Register, which give some notion of the nature of its contents. But to realize the magnitude of the disasters at sea during the year 1850, one must glance at the wreck chart for that period annexed to the return. The map in question is of the same appearance as an ordinary map of the British Isles, except that the whole line of coast, from the Orkneys to the Lizard, is dotted with a series of black marks. These marks are not uniform in number, but vary from one to twenty, at different places. Each mark indicates a *shipwreck*, and its too frequent corollary, as will have been observed from the above extracts, the *loss of life*. A most melancholy effect has the chart when this key to its character is given, and startling revelations does it present of the loss of life and property which annually takes place off our iron-bound coast. The whole of England bristles with these ominous dottings; whilst on the Scotch and Irish coasts the wreck-marks are comparatively few in number; but this, to some extent, is to be expected from the greater proportion of shipping frequenting the English ports. Commencing at Berwick-on-Tweed, and running down the north-east coast of England, each point and promontory is found to furnish its quota, until we approach the great emporiums of the coal-trade, when at Newcastle some fifteen wrecks open to view. Off Sunderland are twelve, all total but three;—and off Hartlepool are fourteen, eight being total. They are numerous off the Lincolnshire and Norfolk coasts, especially off the Washway and Yarmouth. On the Gunfleet Sands there are nine, four total. On the Goodwin Sands there are fourteen, all total but two. The steep headland at Dungeness has also a dark fringe, calling up in the mind a fearful picture of that promontory, and of the fate of those who, on dark wintry nights, are dashed against its rocky breast. It appears that six wrecks took place on this point in 1850, and 5 in 1851. Of this number the first was the *Glencairn*, a homeward-bound Chinaman, and the estimated loss on ship and cargo was 13,000*l*. Again in the year 1851, out of the five vessels wrecked here, one was the brig *Melpomene* from Constantinople to London,

with a cargo of wheat, when 10 men out of a crew of 13 were drowned. The Inspecting Commander of the Coast-guard of the district, in reporting this case, adds, "Had there been a life-boat here, these men might have been saved." Last winter the German emigrant barque *Louise Emelie*, was also wrecked on this dangerous point, accompanied by the fearful loss of 45 lives.

We may here state that a new and powerful life-boat is about to be stationed at this fatal spot by the Royal National Institution for Preservation of Life from Shipwreck.

But to return to the wreck chart: along the more protected south coast a diminished number of wrecks appear, until on rounding the Lizard and the Scilly Islands, as we fall into the great westerly stream of trade, we again catch a glimpse of a dark mass at the entrance of the Bristol Channel, where we count about 45 wrecks, by far the greater number being total. Further north, off the island of Anglesea and Liverpool, they extend in triple lines, and are between 50 and 60 in number. Around the Scotch and Irish coasts may be traced the same painful evidences of the work of destruction, although, as before remarked, in diminished numbers.

The following is the awful summary of 1850:—the wrecks of British and foreign vessels on the coasts and in the seas of the United Kingdom were 681. Of these 277 were total wrecks; sunk by leaks or collisions, 84; stranded and damaged so as to require to discharge cargo, 304; abandoned, 16; total wrecks, &c., 681; total lives lost, 784.

In the year 1851, the wrecks on our coasts were 701. Of these, 353 were total wrecks or sunk, or abandoned,—and 348 stranded and damaged so as to require to discharge cargo. The number of lives lost (as far as could be ascertained) was 750. The most disastrous portion was the month of September; and in the heavy storm of the 25th and 26th of that month, 117 vessels were stranded, while during the whole month the number amounted to 153, or more than 5 a-day; thus affording additional proof of the necessity for making the utmost efforts to avert so much calamity.

But the past year (1852) has far exceeded in respect to shipwrecks the two former periods in amount and fatality, no less than 1100 vessels having been wrecked on the shores of the British Isles, and the number of lives lost (as far as could be ascertained) being about 900. The greatest havoc took place about the latter end of last October, and the beginning of November. In this interval no less than 600 ships sought refuge in the Humber. Many more, however, could reach no shelter; and thus in the course of a few days the unprecedented number of 300 vessels were lost or damaged with the fearful loss of 217 lives. The greater part of this terrible work of destruction took place on the east coast of England, off Flamborough Head.

One of the results of this great sacrifice of valuable life and destruction of property has been the enormously high price of coals at this period of the year, in the metropolis and elsewhere. In ordinary times about 1100 vessels are employed in the coal-trade of the country. Last winter, as we have shown, about 300 of these were totally wrecked on the east coast, and about 300 of the best class of them are now, as usual, engaged in our foreign trade; so that the number of colliers this year has been reduced to about 500 vessels. While we write, the *Shields* correspondent of the *Times*, whose letter is dated September 6th, states, "Coal freights are unprecedentedly high. During yesterday and Saturday, about 10s. 9d. per ton seemed to be the price for vessels loading for London, 12s. to Southampton and Plymouth, and 15l. 10s. per keel to Hamburg and Havre. So much as 11s. 4½d. per ton was given to one of our *Shields* vessels to load for London yesterday. Such freights as these have not ruled for many years previously in these trades, and they are not exceptional, for vessels going on more distant voyages are freighted at proportionate rates. Seamen are as scarce as ships, and the wages they demand are extraordinary." It is true that there are several causes at work to make Jack act somewhat independently in this matter of wages. Vessels are so crammed with cargo that the berths are worse than ever they were, and the prosperity of the shipping in-

terest is found to have some unsalutary consequences; and it is clear that if our merchants and shipowners wish to keep their present prosperity, they must take more care in preserving the lives and health of the men by whose toil and risk it is obtained.

THE LATE GEORGE LYALL, ESQ.

It is again our painful duty to record the death of another old and tried friend, and Member of the Committee of Management, of the Royal National Institution for the Preservation of Life from Shipwreck, in the person of the late GEORGE LYALL, Esq., ex-M.P. for the City of London. Mr. LYALL, in conjunction with his late esteemed friend Mr. THOMAS WILSON, took an active part in the formation of the Institution in 1824; for we find that, at a Public Meeting held for that purpose at the City of London Tavern, on the 4th March of that year—His Grace, the then Archbishop of Canterbury (Dr. MANNERS SUTTON) in the chair—

Mr. LYALL moved the following Resolution, which was seconded by Mr. THOMAS WILSON, the then M.P. for London—

“That the best thanks of this Meeting are due to Sir WILLIAM HILLARY, Bart., for his patriotic efforts in bringing this subject before the public, and for his zealous endeavours to promote the establishment of this Institution.”

Mr. LYALL, from that period to the time of his death, continued to be a liberal supporter of the Shipwreck Institution, which could always calculate on his kind advocacy in recruiting its resources.

Latterly, however, the infirmities of age and declining health had confined him almost entirely to private life, which unavoidably prevented his taking part in the proceedings of the last Annual Meeting of the Royal National Shipwreck Institution. He had long occupied a distinguished position in the mercantile world, and was well known as a public man.

Mr. LYALL's father was an extensive merchant and shipowner in London, and on his death, in 1805, was succeeded in the

same career by his eldest son, the subject of our present brief notice. He directed his attention principally to the shipping interests, and was elected Chairman of the Shipowners' Society in the year 1820, an office which he held for several years, and which brought him constantly into communication with the celebrated statesman, Mr. HUSKISSON, the then President of the Board of Trade, and more especially on the subject of the reciprocity treaties, which were at that time negotiated with the Northern States of Europe. In his judgment and mercantile knowledge Mr. HUSKISSON deservedly reposed great confidence.

Mr. LYALL assisted in the establishment of the Guardian Life Assurance Company. He was also one of the founders of the Indemnity Mutual Marine Assurance Company, of which he held the office of chairman during a period of 28 years. This latter company, on his representations, has contributed on two occasions to the funds of the Shipwreck Institution two hundred guineas. He likewise originated the scheme for building Shoreham Harbour, and was mainly instrumental in bringing that enterprise to a successful issue, which has proved very beneficial to the shipping interests of that place.

In 1830 Mr. LYALL was a candidate for the Direction of the East India Company, when he was elected by a considerable majority over three other competitors. In 1841 he held the distinguished office of Chairman to the Company, and subsequently for many years was a Director of it.

In 1832, Mr. LYALL was the Conservative candidate for the City of London at the first election after the passing of the Reform Bill, on which occasion he was defeated.

On the death of Alderman WALTHMAN, in 1833, he again came forward, and was opposed by Alderman VENABLES, but succeeded in being returned by a large majority.

While in Parliament Mr. LYALL brought forward and carried the Merchant Seamen's Bill, which proved, at that time, a great boon to the class whose cause he advocated. The Government of the day, at the head of which was Earl GREY, at first opposed, but afterwards assented to the measure, and

Mr. LYALL had the gratification of seeing his meritorious exertions crowned with success.

In the year 1841, at the general election, he was again returned to Parliament, as Member for London.

Mr. LYALL died on the 2nd Sept. last, at the advanced age of seventy-four years. His unobtrusive habits and diffidence in himself might have appeared almost to unfit him for public life, and the important posts he filled. But his judgment was singularly clear and sound, and no man had a nicer sense of honour, or was more uniformly actuated by high principle. These qualities, combined with great suavity of manner and gentleness of disposition, attracted unusual confidence; and few men have been more generally respected in the sphere of their influence, or more beloved by those who had the happiness of his friendship.

Thus within the space of one short twelve-month the Shipwreck Institution has been deprived, in the persons of the late Mr. THOMAS WILSON, Mr. GEORGE PALMER, and Mr. GEORGE LYALL, of three of its oldest and most liberal supporters.

WRECK OF H. M. S. ANSON.

THE following narrative of the wreck of H.M.S. *Anson* will, we doubt not, be read with interest. Certainly, it is not a recent occurrence; but there are incidents in it, as in many others of a similar character, which are deserving of being placed on record—acts, which, as they appeal to sympathies and feelings that are innate in the human breast, are sure everywhere and through all times to awaken attention and command admiration.

The calm bravery and self-possession of the gallant Captain of the *Anson*; the daring courage of Mr. ROBERTS, and of the brave men who made similar though unsuccessful efforts to reach the ill-fated vessel; the heroism of the Wesleyan minister and those who accompanied him to the wreck—alike are deserving of being held up for imitation, and of being recorded to the honour of themselves and of the village of Helstone, the place of their abode.

“The year 1807 was most disastrous to the British Navy; during that period we lost no less than 29 ships of war, and, unhappily, the greater part of their crews. Some of these vessels foundered at sea, others were wrecked, or accidentally burnt, and it was at the close of this eventful year, that a calamity occurred which equalled, if it did not surpass, any previous disaster.

“The *Anson*, of 40 guns, under the command of Capt. CHARLES LYDIARD, after completing her stores for a few months’ cruise, sailed from Falmouth on the 24th December, to resume her station off Brest. The wind was adverse, blowing very hard from the W.S.W. until the morning of the 28th, when Captain LYDIARD made the Island of Bas, on the French coast. As the gale was increasing, rather than subsiding, he determined to return to port, and accordingly shaped his course for the Lizard. At 3 o’ clock, P.M., land was discovered, apparently about five miles west of the Lizard, but owing to the thickness of the fog, there was a difference of opinion as to the land that was seen, and therefore the ship was wore to stand out to sea. She had not been long on this track before land was descried right ahead.

“It was now evident that their position was extremely dangerous,—the ship was completely embayed, and the wind raged with increasing fury. Every exertion was made to keep the *Anson* off shore, but without success, and it was not until she was fearfully near to the rocks, that she could be brought to an anchor, in 25 fathoms, with the best bower anchor veered away to two cables’ length. The top-gallant masts were lowered upon deck, and in this state she rode from 5 o’clock, P.M., when she anchored, till 4 o’clock the next morning, when the cable suddenly parted. During the night the gale was tremendous, and the sea rose mountains high; they had nothing now to depend upon for the safety of the ship but a small bower anchor, which was immediately let go, and this held until eight o’clock, when it also parted. The ship was no longer an object of consideration; Captain LYDIARD felt that he had done his utmost to save her, but in vain, and that now every

energy must be put forth for the preservation of human life. The tempest raged with such fury that no boat could possibly come to their aid, nor could the strongest swimmer hope to gain the shore. It appeared to Captain LYDIARD that the only chance of escape of any of the crew was in running the ship as near the coast as possible. He gave the necessary orders, and the master ran the vessel on the sand which forms the bar between the Loe Pool and the sea, about three miles from Helstone. The tide had been ebbing nearly an hour when she took the ground, and she broached to, leaving her broadside heeling over, and facing the beach.

"The scene of horror and confusion which ensued on the *Anson* striking against the ground, was one which baffles all description. Many of the men were washed away by the tremendous sea which swept over the deck; many others were killed by the falling of the spars, the crashing sound of which, as they fell from aloft, mingled with the shrieks of the women on board, was heard even amidst the roar of the waters and the howling of the winds. The coast was lined with crowds of spectators, who watched with an intense and painful interest the gradual approach of the ill-fated vessel towards the shore, and witnessed the subsequent melancholy catastrophe.

"Calm and undaunted amidst the terrors of the scene, Captain LYDIARD is described as displaying in a remarkable degree the self-possession and passive heroism, which has been so often the proud characteristic of the commander of a British ship of war under similar harassing circumstances. Notwithstanding the confusion of the scene, his voice was heard, and his orders were obeyed with that habitual deference, which, even in danger and in death, an English seaman rarely fails to accord to his commanding officer.

"He was the first to restore order, to assist the wounded, to encourage the timid, and to revive expiring hope. Most providentially, when the vessel struck, the mainmast, in falling overboard, served to form a communication between the ship and the shore, and Captain LYDIARD was the first to point out

this circumstance to the crew. Clinging with his arm to the wheel of the rudder, in order to prevent his being washed overboard by the waves, he continued to encourage one after another as they made the perilous attempt to reach the shore. It was fated that this gallant officer should not enjoy in this world the reward of his humanity and his heroism. After watching with thankfulness, the escape of many of his men, and having seen with horror many others washed off the mast, in their attempts to reach the land, he was about to undertake the dangerous passage himself, when he was attracted by the cries of a person seemingly in an agony of terror. The brave man did not hesitate for a moment, but turned, and made his way to the place whence the cries proceeded: there he found a boy, a *protégé* of his own, whom he had entered on board the *Anson* only a few months before, clinging in despair to a part of the wreck, and without either strength or courage to make the least effort for his own preservation. Captain LYDIARD's resolution was instantly taken,—he would save the lad, if possible, though he might himself perish in the attempt. He threw one arm round the boy, whilst he cheered him by words of kind encouragement; with the other arm he clung to the spars and mast to support himself and his burthen. But the struggle did not last long; nature was exhausted by the mental and physical sufferings he had endured; he lost his hold, not of the boy, but of the mast; the wild waves swept over them, and they perished together.

"It must not be supposed that the people on the shore were unconcerned spectators of the fearful tragedy that was enacted before their eyes. British fishermen are proverbial for their daring and intrepidity. Inured from childhood to the dangers and hardships attendant on the perilous calling, with very few exceptions our fishermen have always been ready to succour the wrecked and tempest-tossed mariner. There is not, we believe, a fishing-village between the Land's End and the Orkneys, that cannot produce its true heroes—men who have risked, and are willing again to risk, their own lives to save others. Our fisheries are the best nur-

series for our navy. Englishmen may be justly proud of the boatmen, from amongst whom spring those 'hearts of oak,' which have so long rendered our fleet pre-eminent over those of every other country in the world. But, beside the generous disposition to assist any perishing fellow-creature, there were, in this instance, more powerful motives to exert every effort to save the crew of the *Anson*. This ship had been stationed for some time at or near Falmouth, so that acquaintances, friendships, and still dearer ties, had been formed between the inhabitants of the neighbouring towns and village and the people of the unfortunate vessel. But a few days before they had witnessed a far different scene; when she left their shores in all the pride of a well-ordered and well-disciplined man-of-war, amidst the shouts, and cheers, and blessings of the multitude, who now beheld her lying within a few fathoms of them a helpless wreck; her masts gone, her bulwarks broken in, the waves sweeping over her, and breaking up her timbers.

"The surf ran so high that it was impossible that any boat could reach the wreck. The life-boat, in 1807, had not been brought to the state of perfection it has attained in our day; and the many inventions which science and art have since introduced for the preservation of life, were for the most part unknown in the times of which we are now writing.

"Several men attempted to swim to the ship, but without success; they were all, one after another, cast back exhausted upon the beach, and many of them without sense or motion. At last, when there seemed no hope left of affording aid to the sufferers, Mr. ROBERTS, of Helstone, seized hold of a rope, and boldly struck out in the direction of the *Anson*. He was a powerful swimmer and his courageous efforts were watched from the shore and from the wreck with intense interest, and many an heartfelt prayer was breathed for his safety and success. Tossed on the foaming waters, at one moment lost to sight, and almost suffocated in the spray, and at another rising on the top of a huge wave, he at last reached the ship, and was hailed as a deliverer by those who were still clinging to the spars and rigging.

The rope which Mr. ROBERTS had taken with him was made fast to the wreck, and this formed a communication with the shore, by which many a poor fellow was saved who must otherwise have perished.

"Another instance of heroic self-devotion was exhibited by a Wesleyan Methodist preacher, a little later in the day, when, as no one appeared on the ship's side, it was supposed that every one had either come on shore or had been drowned; but this brave and good man thought that there might be some still left on board who were unable to make an effort to save themselves, and, under this impression, he ventured his life through the surf, followed by a few other daring spirits like himself. With great difficulty they gained the wreck, where, as they had anticipated, they found several persons lying below, all too much exhausted to get upon deck. Some, in terror and despair, called upon God for mercy; others, in hopeful trust, seemed resigned to their fate; and others were so weak as to be indifferent to the horrors around them. Two women and two children were of the number. The preacher and his gallant comrades had the happiness of saving the women, and some of the men, but the children were lost.

"Sixty men, amongst whom were Captain LYDIARD and his First-Lieutenant, perished."

THE EMPEROR AND EMPRESS OF FRANCE.

—The following account is given of a recent interview between LOUIS NAPOLEON and a man named LEFEORE, who has been instrumental in saving many lives:—"How long is it, Lefeore, since I decorated you—and how many men have you saved since?" "Sire! when you gave me the cross I was at my 37th, and since then I have saved 7 more, which makes 44." "When you arrive at 50," said the Emperor, "I will make you Officer of the Order." The EMPRESS of the FRENCH has just given 15,000 francs to the Seamen's Mutual Aid Fund; thus evincing a solicitude for the seamen of her adopted country which has not always been exhibited by the monarchs of France.

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.
30	Thetis - - -	Yarmouth -	Schooner -	64	4	Liverpool -	Yarmouth -	Oilcake - -
"	Unknown - - -	Lowestoft -	Lugger -	-	-	- - -	- - -	- - -
"	Charlotte - - -	- - -	- - -	- - -	- - -	Bangor -	- - -	- - -
"	Unknown - - -	- - -	- - -	- - -	- - -	- - -	- - -	Mahogany -
OCT. 1.	Franklin King -	- - -	Ship - - -	- - -	- - -	St. John's -	London - -	Deals - - -
2	Osprey - - -	- - -	- - -	- - -	- - -	Sunderland -	London - -	- - -
"	Dwina - - -	Sunderland -	- - -	126	-	Sunderland -	Harfleur -	- - -
"	Harriet - - -	Porlock - -	Sloop -	31	3	Porthcawl -	Bossington -	Limestone -
3	Ocean Witch -	Hull - - -	Schooner -	136	7	London - -	Hull - - -	General - -
4	Elizabeth - -	Jersey - - -	Brig - - -	220	9	Halifax - -	Havre - - -	Mahogany -
"	Honoria - - -	Dover - - -	Schooner -	64	4	Caen - - -	London - -	Stone - - -
"	Euphemia - -	Blakeney -	Brig - - -	140	7	Seaham - -	London - -	Coals - - -
"	Waterhen - -	Goole - - -	Sloop -	38	2	Skelton Pike	Deptford -	Timber - -
"	John Robertson	Montrose -	Brig - - -	- - -	- - -	- - -	- - -	Coals - - -
"	Eaglet - - -	Shields - -	Brig - - -	141	-	Shields - -	London - -	Coals - - -
"	Esk - - -	Whitby - -	Brig - - -	267	9	Hartlepool -	London - -	Coals - - -
"	John Wesley -	- - -	Brigantine	120	-	Alderney -	Shields - -	Ballast - -
"	Louisa Jane -	Douglas - -	Schooner	107	5	Lakey Beach	Chester - -	Black Jack -
"	Ann - - -	Skerries - -	Smack -	20	6	Trawling in	Dublin Bay -	- - -
"	Theresa - - -	Venice - - -	Brig - - -	265	13	Ibrail - - -	Newry - - -	Grain - - -
"	Alte Agent - -	Dantzic - -	Barque -	320	15	Shields - -	Venice - -	Coals - - -
"	Ballyowen - -	Dunbar - - -	Sloop -	24	2	Newcastle -	Dunbar - -	Coals - - -
"	Friendship - -	- - -	Smack -	- - -	- - -	London - -	Chichester -	Wheat - - -
5	Caroline - - -	London - - -	Sloop -	48	3	Sunderland -	Leith - - -	Coals - - -
"	Adventure - -	Kirkaldy -	Brig - - -	161	9	Grangemouth	Alexandria -	Iron - - -
"	Union Packet -	Milford - -	Smack -	- - -	- - -	Portlgain -	Gloucester -	Stone - - -
"	Amica Dia - -	- - -	- - -	- - -	- - -	Odessa - -	Cronstadt -	- - -
"	Catharina - -	Norway - -	Schooner	70	5	Hull - - -	Forth - - -	Ballast - -
"	Rob Roy - - -	Shields - -	Steam Tug	30	4	- - -	- - -	- - -
6	Era - - -	Rochester -	- - -	- - -	- - -	Sunderland -	Rochester -	Coals - - -
"	Crispin - - -	Dundee - -	Schooner	113	6	Narva - - -	Dundee - -	Flax - - -
"	Anna - - -	- - -	- - -	- - -	- - -	Galatz - -	Ballina - -	- - -
"	Jack Tar - - -	Aberdeen -	Schooner	- - -	- - -	Aberdeen -	Hamburgh -	Herrings -
7	Jane and Harriet	Youghal - -	Brigantine	116	5	Aberdeen -	London - -	Stone - - -
"	Sovereign - -	Frazerburgh	Schooner	130	6	Wick - - -	Frazerburgh	Timber - -
"	Minerva - - -	Littlehampton	Brig - - -	127	8	Sunderland -	Littlehampton	Coals - - -
8	Dolphin - - -	Kirkwall - -	Sloop -	27	3	Kirkwall -	Dundee - -	Fish, Eggs, &c.
"	Great Britain -	Whitby - - -	Brig - - -	137	6	Hartlepool -	Newhaven -	Coals - - -
"	Alpha - - -	Sunderland -	Schooner	- - -	- - -	Faro - - -	Leith - - -	Lead and Cork
"	Nelson - - -	- - -	Flat - - -	- - -	2	Birkenhead -	Liverpool -	Iron - - -
9	Mariner - - -	- - -	- - -	- - -	- - -	Clyde - - -	Rio Janeiro -	- - -
"	Sarah - - -	Bristol - -	Schooner	91	6	Newport - -	Wilmington -	Iron - - -
"	Heroine - - -	- - -	- - -	- - -	- - -	London - -	Melbourne -	- - -
10	Houthendell -	Harbon - - -	Galliot -	138	7	Christiansand	Harbon - -	Wood&Tallow
"	Warrior - - -	Drogheda -	Brig - - -	90	5	Drogheda -	Preston - -	Grain - - -
"	Elizabeth Ann -	Hull - - -	Billy-boy	- - -	- - -	West Stockwith	Lynn - - -	- - -
"	Janet Willis -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
11	Rachel - - -	Colchester -	Brig - - -	90	5	Sunderland -	Ipswich - -	Coals - - -
"	Stirlingshire -	Liverpool -	- - -	- - -	- - -	Cardiff - -	Valparaiso -	- - -
"	Leopold Alfred -	- - -	- - -	- - -	- - -	Newcastle -	Bordeaux -	- - -
"	Maria - - -	Beaumaris -	Sloop -	- - -	- - -	- - -	- - -	Slates - - -
12	Eliza - - -	Plymouth -	Brig - - -	136	7	Cardiff - -	Hambro' - -	Iron - - -
14	Fifeshire - -	Newburg - -	Schooner	80	4	Newcastle -	Leith - - -	Coals - - -
15	Robert - - -	- - -	Smack -	37	5	Faversham -	Ramsgate -	Ballast - -
16	General Chasse -	Holland - -	Barque -	619	24	Cardiff - -	San Francisco	Coals - - -
18	Metropolitan -	- - -	{ Iron Screw } Steamer	- - -	- - -	London - -	Glasgow - -	{ General and } { Passengers }
-	Jane and Eliza -	Portmadoc -	Schooner	- - -	- - -	Stralsund -	Liverpool -	- - -
-	Busick - - -	Arundel - -	Brig - - -	102	7	Llanelly - -	Arundel - -	Coals - - -
19	Honora - - -	Bridport - -	Schooner	126	6	Marsella - -	Falmouth -	Wheat - - -

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

59

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

No.	Nature of Casualty.	Wind.		Lives Lost.	SITE OF WRECK—CREW HOW SAVED—REMARKS, &c.
		Force.	Direction.		
184	Abandoned	7	WNW.	-	Brought into Ramsgate a derelict. In contact with the Fanny.
	Damaged	-	-	1	Damaged in collision with the Mercury off Garlestone.
	Leak	-	-	-	Arrived at Port Rush very leaky. Discharged; and repaired.
	Wrecked	9	N.N.E.	not known.	Balta Isle, Shetland; dismasted; driven on shore and wrecked.
	Waterlogged	-	-	-	Waterlogged and damaged by stress of weather. Towed into Catwater to discharge and be docked.
90	Collision	-	-	-	Damaged and leaky. Put into Yarmouth; collision with the Volucia.
	Abandoned	-	-	-	In a sinking state. Beachy Head N.W. 25 miles. Saved in own boat.
	Stranded	9	N.W.	-	On Bossington Beach, while discharging her cargo.
	Stranded	7	WNW.	-	On the Gunfleet, assisted off with damage, and very leaky.
	Stranded	10	S.S.W.	-	In St. Margaret's Bay (Kent); came off damaged.
	Stranded	11	S.S.W.	-	Near Brighton. Crew saved by the Brighton life-boat.
	Stranded	9	S.b.W.	1	On the Shipwash.
	Wrecked	19	S.b.W.	1	On the Whiting Sand.
	Wrecked	-	S.b.W.	-	Near Orfordness Lighthouse.
	Foundered	10	-	-	Near Lowestoft. Crew saved in own boat.
	Stranded	9	South	-	Sizewell bank. Crews saved by own boat and steamer Princess Royal.
00	Stranded	-	S.E.	-	On the rocks at Shields. Saved by life-boat; got off and towed in damaged.
	Stranded	10	East	-	Isle of Man, on Lakey Beach. Leaky and damaged; got off Oct. 15.
	Stranded	8	E.S.E.	4	In Drogheda Bay.
	Wrecked	5	S.W.	4	Struck on a rock near the Tuskar, and sank. 9 saved by pilot-boat.
	Wrecked	9	West	2	On the Scroby Sand. The rest saved by fishing-boat.
	Stranded	10	E.S.E.	-	At Amble, on the south pier. Saved by life-lines from the shore.
	Stranded	9	S.W.	-	Near Hythe, in a sinking state. Got off after discharging cargo, damaged.
	Stranded	9	N.N.E.	-	At the mouth of the harbour, Dundee; much damaged.
	Wrecked	9	South.	-	In Yarmouth Roads. Drove from her anchor.
	Stranded	-	-	-	Driven on shore, near Aberayron.
10	Leak & damage	-	-	-	Put into Ramsgate leaky; and had to discharge.
	Wrecked	9	N.N.E.	-	Struck on the South Carr near Berwick and went to pieces.
	Stranded	10	E.S.E.	-	At Amble, on the south pier. Saved by life-lines from the shore.
	Sunk & damaged	8	S.E.	-	At Hartlepool pier; was raised and discharged her cargo.
	Stranded	9	N.N.E.	-	Near Dunbar; got off Oct. 16, much damaged.
	Leak	-	-	-	Put back to Queenstown to discharge and repair.
	Leak & damage	-	-	-	Put into Burntisland, damaged and leaky, to discharge and be docked.
	Foundered	7	N.W.	4	Sunk suddenly off Lowestoft, after grounding on the Newcombe.
	Stranded	9	N.N.W.	-	Off Frazerburgh; much damaged.
	Abandoned	8	N.W.	-	Near Kentish Knock, in a sinking state, saved by the Ernst Rust.
20	Wrecked	10	N.E.	1	2½ miles east of Lossiemouth. Part of cargo saved.
	Foundered	5	N.W.	-	Off Hythe (Yorkshire coast).
	Damaged	9	Eastly.	2	Put into Plymouth disabled (2 men washed overboard).
	Sunk	-	-	-	Sunk by running against George's Pier in a strong tideway.
	Damaged	-	-	-	Put into Southampton to discharge, &c.
	Foundered	7	S.W.	-	At sea 60 miles south of Scilly, by stress of weather; saved by the Rienzi.
	Damaged	-	-	-	Put into Portsmouth to discharge and be hauled on patent slip.
	Derelict	10	S.W.	-	Taken into Lowestoft; derelict.
	(Stranded and Abandoned)	5	N.W.	-	Leaky; having been on Horse Bank, Lytham; crew saved; and the vessel recovered by the Lytham life-boat.
	Stranded	5	Nrthly.	-	On the sands at the mouth of the Humber.
30	Abandoned	-	-	-	At the entrance of the Channel.
	(Stranded and Sunk)	5	N.E.	-	On Hasbro' Sand; filled and sank; saved in own boat.
	Leaky	-	-	-	Put back to Penarth Roads; taken to Bristol to discharge and be docked.
	Stranded	-	-	-	Yarmouth Sands.
	Sunk	9	E.N.E.	2	Off Ormes Head.
	Stranded	6	Nrthly.	-	On the Barnard; was got off 9th of Nov.
	Foundered	1	W.S.W.	-	North Goldstone Rock, near Holy Island; struck and sank; foggy weather.
	Sunk	5	Eastly.	-	Off Deal on Queen Bank.
	Damaged	5	Eastly.	-	By grounding near the Bute Docks; was surveyed and condemned.
	Collision and Sunk	-	-	-	Off Beachy Head, in contact with the Zolverein, which saved the crew and passengers.
0	Leaky	-	-	-	Put into Cowes, leaky, to discharge.
	Collision and Sunk	4	S.E. by E.	-	Off Falmouth; after collision with the Fifeshire, which saved the crew.
	Collision and Foundered	7	S.S.E.	1	Sank in collision with the Errington, off Cork.

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

1852 — OCT.	NAME.	Belonging to	Rig.	Tons.	Men.	From	Bound to	Cargo.
21	St. Joseph - -	Means - -	Chasse marée	-	-	Normoutier	Wales - -	Potatoes - -
25	Brandon - -	Falmouth - -	Schooner	126	5	Newcastle -	Plymouth -	Coals - -
26	George William	Shields - -	Brig - -	264	9	Quebec - -	London - -	Deals - -
„	Sisters - - -	Harwich - -	-	-	-	-	-	-
„	Rebecca Johanna	Hamburgh -	Galliot -	143	8	Hamburgh -	Sunderland	Ballast - -
„	Eclipse - -	Arbroath - -	Schooner	76	4	Seaham - -	Arbroath -	Coals - -
„	Fidelity - -	Dublin - -	Brig - -	152	8	Troon - -	Dublin - -	Coals - -
„	Margaret - -	Aberdeen - -	Barque -	353	12	Leith - -	Melbourne -	(General and) (Passengers)
„	Ranger - - -	-	-	-	-	Ibrail - -	-	-
27	Unity - - -	Lynn - - -	Brig - -	147	9	Hartlepool -	Lowestoft -	Coals - -
„	Union - - -	Wisbeach - -	Brig - -	149	8	Shields - -	Wisbeach -	Coals - -
„	Napoleon - -	Sunderland -	Brig - -	176	7	Southampton	Sunderland -	Ballast - -
„	Melancolie - -	Vannes - -	Lugger -	76	6	Sunderland -	Bordeaux -	Coals - -
„	Amelia - - -	London - -	Schooner -	152	6	Villanova -	Hull - -	Fruit, &c. -
„	Velocity - -	Waterford -	Brig - -	166	8	Waterford -	London - -	Oats - -
„	Queen Victoria -	London - -	Schooner -	88	5	Runcorn - -	London - -	Salt - -
„	Royalist - -	Alloa - -	Barque -	656	20	Quebec - -	Leith - -	Timber - -
„	George - - -	Whitby - -	Brig - -	200	6	Whitby - -	Blyth - -	Ballast - -
„	Earl Gustaf -	Stockholm -	Schooner -	-	-	Shields - -	-	Coals - -
„	Victoria - -	Uleabourg -	Barque -	250	14	Uleabourg -	Grimsby -	Deals - -
„	Jessie Stewart -	Belfast - -	Sloop - -	31	3	Maryport -	Belfast - -	Coals - -
„	Ranger - - -	Scarboro' -	Schooner -	31	2	-	-	Ballast - -
„	Ann Rennison -	Ulverstone -	Schooner -	113	5	Barrow - -	Newport - -	Iron Ore -
„	Fancy Lass - -	Colchester -	Schooner -	83	6	Colchester -	Sunderland -	Ballast - -
„	Hannah - - -	Shields - -	Brig - -	223	9	Ibrail & Cork	Newry - -	Indian Corn
„	Ann & Mary -	Aberystwith -	Schooner -	60	2	Dundalk - -	Penarth Roads	Wheat - -
„	Hilton Castle -	Sunderland -	Brig - -	-	-	-	-	-
„	Marie - - -	Hamelworden -	-	-	-	Yarmouth -	Gardlestone	Ballast - -
„	Ernesto - - -	Bilboa - -	Brigantine	-	10	Cumana - -	Bremen - -	Tobacco - -
28	Maid of Wigton	Creetown - -	Sloop - -	34	3	Palune - -	Dee Bank -	Lead Ore -
„	Sarah - - -	Whitby - -	Brig - -	168	8	London - -	Seaham - -	Ballast - -
„	Naiaid - - -	London - -	Brigantine	117	6	Hartlepool -	London - -	Coals - -
„	Manly - - -	Berwick - -	Schooner -	70	5	Berwick - -	Hull - -	Grain - -
„	Amulet - - -	Rochester -	Brig - -	168	7	Hartlepool -	Rochester -	Coals - -
„	Queen Victoria -	Sunderland -	Brig - -	258	8	Sunderland -	London - -	Coals - -
„	Acorn - - -	Newcastle -	Schooner -	50	4	London - -	Newcastle -	Ballast - -
„	Merchant - -	Hartlepool -	Brig - -	109	5	London - -	Hartlepool -	-
„	Success - - -	Whitby - -	Brig - -	129	7	Tees - -	Rochester -	Coals - -
„	Fortuna - - -	Struer - -	Brig - -	150	-	London - -	Hartlepool -	Ballast - -
„	Stevens - - -	Ipswich - -	Sloop - -	100	4	Ipswich - -	Gainsboro' -	Barley - -
„	Louisa - - -	Whitby - -	Brig - -	137	6	Seaham - -	London - -	Coals - -
„	William & Richard	Sunderland -	Brig - -	175	7	Portsmouth -	Sunderland -	None - -
„	John & Rebecca	Goole - -	Billyboy -	42	3	London - -	Hull - -	Turpentine -
„	Friendship - -	Shields - -	-	26	-	London - -	-	Ballast - -
„	Messenger - -	Ridon (France)	Brig - -	78	7	Sunderland -	Redon - -	Coals - -
„	Messenger - -	Sunderland -	Brig - -	251	9	Sunderland -	London - -	Coals - -
„	John & Amelia -	Shields - -	Brig - -	163	7	London - -	Shields - -	Ballast - -
„	Hypolite Maria -	{St. Malo, or Richardais - }	Brig - -	150	12	Blyth - -	Bordeaux -	Ballast - -
„	Ormsby Hall - -	London - -	Schooner -	101	6	London - -	Seaham - -	Ballast - -
„	Thomas Clarkson	Ipswich - -	Sloop - -	70	4	Blyth - -	Ipswich - -	Coals - -
„	Sceptre - - -	Sunderland -	Brig - -	207	7	London - -	Sunderland -	Ballast - -
„	Maria Gustava -	Stralsund -	Schooner -	163	8	Riga - -	Leith - -	Timber - -
„	Beulah - - -	Sunderland -	Brig - -	196	7	Southampton	Sunderland -	Ballast - -
„	Northam - - -	Newcastle -	Brig - -	240	9	Newcastle -	London - -	Coals - -
„	Winsleydale -	Newcastle -	Brig - -	245	9	Shields - -	London - -	Coals - -
„	Maria Elizabeth	Christiana -	Barque -	288	13	London - -	Christiansand	General - -
„	Cherub - - -	Yarmouth -	Brigantine	78	4	Blyth - -	Yarmouth -	Coals - -
„	Hardwicke - -	Sunderland -	Brig - -	286	10	Lowestoft -	Sunderland -	Ballast - -
„	Volusia - - -	Preston - -	Schooner -	-	-	Ayr - -	Fleetwood -	Iron - -
„	Economy - - -	Whitby - -	Brig - -	106	6	Treport - -	Seaham - -	Ballast - -
„	Lively - - -	Clay - - -	Brig - -	98	7	Warkworth -	London - -	Coals - -

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

61

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.		
	Wrecked -	1	S.E.	-	By running on shore in a fog near the Land's End.
	Wrecked -	8	S.S.W.	-	Near Dover; parted from anchor and drove on shore.
	(Stranded and Abandoned) -	9	S.	-	On the Goodwin Sands; taken into Ramsgate dismasted and waterlogged; a derelict Oct. 28th; crew saved by a Deal lugger.
	Abandoned -	10	E.N.E.	-	Off Dymlington.
	Wrecked -	10	E.	-	Near Sunderland south pier.
	Wrecked -	9	E.	-	On Spittal Beach, Berwick; crew saved by pilot-boat.
	Wrecked -	9	S.S.E.	1	Clogher Head; crew saved by Coast-guard.
50	Stranded -	10	E.N.E.	-	On the rocks near Granton; crew and passengers saved by fishing-boats; got off Nov. 30th., much damaged.
	Leaky -	-	-	-	Put into Plymouth and discharged.
	Wrecked -	7	E.N.E.	-	On the Herd Sand, and went to pieces. Crew saved by S. Shields life-boat.
	Wrecked -	7	E.N.E.	-	On the Herd Sand, and went to pieces. Crew saved by S. Shields life-boat.
	Wrecked -	10	E.	5	Between the piers, Sunderland, in taking the harbour. Two saved.
	Wrecked -	10	E.	6	On the Bar, Sunderland, in taking the harbour. Crew all lost.
	(Stranded & Burnt) -	-	Eastly.	1	On Hasbro' Sand, and abandoned; afterwards found to be on fire. Crew saved, except one, by own boat and fishing-lugger.
	Wrecked -	10	N.W.	-	At Towan Head, near St. Agnes. [boat and were drowned.
	Stranded -	10	N.N.W.	4	At Perron Porth; discharged and taken to St. Agnes. Crew took to their own
60	Stranded -	10	N.E.	-	At Granton, drove from her anchors; much damaged.
	Stranded -	9	E.N.E.	-	Near Blyth. Crew saved in own boat.
	Wrecked -	10	E.S.E.	7 or 8	Near Blyth. Crew all lost.
	Wrecked -	10	E.S.E.	-	Near Blyth. [and full of water.
	Stranded -	8	E.N.E.	-	Off Annalong Harbour, near Carlingford; assisted into the Harbour, damaged
	Wrecked -	9	S.E.	-	On the beach at Filey.
	Wrecked -	4	N.N.W.	-	On the Skerwithers sand. Crew saved in own boat.
	Wrecked -	10	Eastly.	6	On the rocks off Souter Point. All lost.
	Stranded -	5	N.W.	-	Near Cork Lighthouse. Got off Nov. 2nd.
	Leak & Stranded -	9	E.N.E.	-	Ran on shore in South Bay, Wexford. Crew saved by pilots.
70	Stranded -	-	-	-	At Sunderland. Very much damaged.
	Foundered -	-	-	-	At sea, Hartlepool bearing W. by S. 30 miles. Crew saved by the Caroline.
	Wrecked -	8	-	10	Near Boscastle, at Bunney Cliff. All lost.
	Foundered -	9	N.W.	-	Off Liverpool. Crew saved in own boat. Sprung a leak.
	Stranded -	9	E. b. N.	-	South of the Piers, West Hartlepool.
	Stranded -	9	E. b. N.	-	On the beach between W. Hartlepool and Seaton Carew. [she upset.
	Wrecked -	10	E.	5	Ross Sands near Holy Island. All lost. Crew took to their own boat and
	Wrecked -	10	E. b. N.	7	Near Hartlepool.
	Wrecked -	9	E. b. S.	1	On the Bar, Hartlepool.
	Upset & Sunk -	10	E. b. N.	4	4 miles northward of Whitby.
80	Stranded -	8	E.N.E.	-	On the beach, Bridlington.
	Wrecked -	8	E. S. E.	-	On the beach, Bridlington.
580	Stranded -	-	-	-	Near Somercoats (Lincolnshire), drove on shore.
	Wrecked -	9	E.N.E.	-	Near the Rose Sand, Saltfleet, Lincolnshire.
	Stranded -	9	E.N.E.	1	On the beach near Aldborough, by stress of weather.
	Stranded -	9	E.N.E.	-	On the beach near Bridlington; much damaged.
	Stranded -	9	E.N.E.	-	On the Sand Hale, near Donna Nook; was got off Nov. 9th, damaged.
	Stranded -	10	E.S.E.	-	Driven on the back of the North Pier, Sunderland.
	Sunk -	6	E.S.E.	1	On the Shingle Sand, Prince's Channel.
	Damaged -	10	E.	-	Put back to Sunderland, much damaged by stress of weather, &c.
	Wrecked -	10	E.	-	South of Sunderland Docks. Crew saved by life-boat.
590	Wrecked -	7	E.N.E.	-	On the Herd Sand.
	Stranded -	7	E.N.E.	-	On the Herd Sand.
	Wrecked -	10	E.	-	On the Herd Sand. Crew saved by rockets and lines.
	Wrecked -	10	E.	-	At Garton, Holderness.
	Stranded -	10	E.	-	A little south of Warkworth, near Bondicar Point.
	Stranded -	9	E. b. N.	-	Behind the South Pier of Hartlepool Harbour.
	Wrecked -	9	E.N.E.	2	On the Longscar Rocks, W. Hartlepool.
	Wrecked -	9	E.N.E.	7	On the Longscar Rocks, W. Hartlepool.
	Wrecked -	7	E.N.E.	7	On the Herd Sand. Six of crew saved by South Shields life-boat.
	Stranded -	9	E.	-	On the beach, Hartlepool.
600	Stranded -	9	E.	-	At the south pier, W. Hartlepool.
	Leaky -	-	-	-	Put into Stranraer, thence to Belfast to be repaired.
	Stranded -	10	E.N.E.	-	Drove on shore near Warkworth. Got off Nov. 19th. [much damaged.
	Stranded -	7	E.N.E.	-	Drove on the Herd Sand. Crew saved by South Shields life-boat. Got off

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

BUDEHAVEN.—A new life-boat, on Mr. PEAKE's design, has been stationed at Budehaven on the north coast of Cornwall, by the Royal National Institution for the Preservation of Life from Shipwreck. Her dimensions are, length 27 ft., beam $7\frac{1}{2}$ ft., depth amidships 3 ft. 5 in., sheer of gunwale 1 ft. 10 in., rowed by eight oars double banked.

This boat was gratuitously conveyed as far as Penzance, on board the steam-boat *Foyle*, through the liberality of the Directors of the British and Irish Steam Packet Company, and thence, with the kind permission of the Comptroller-General of Coast-guard, was towed to her station by a revenue cruiser, where she arrived on the 14th July last.

As the long Atlantic swell sets full on to this coast, a boat capable of contending with a heavy sea is required here. This swell, commonly denominated a ground swell, often sets in when the weather is calm and fine, or the wind in the opposite direction to it; and is described as being at all times most dangerous. It is stated by those acquainted with it, that the destruction of any boat is inevitable which should get within what is called the "Mother Sea," on one of these waves breaking. We doubt if with a good life-boat properly managed such would be the result; but be that as it may, it is certain that the life-boat formerly stationed at Budehaven was, in 1844, thrown end over end by a ground swell breaking around her when out for exercise, on which occasion two of her crew were drowned, and nearly every oar in the boat was broken, the steering oar into 3 pieces. The new boat will be under the superintendence of a Local Committee of which the Rev. J. J. AVERY is the Secretary.

SENNEN COVE.—A life-boat on Mr. PEAKE's design has been placed by the National Shipwreck Institution at Sennen Cove, a small harbour close to the Land's End in Cornwall, which will be remembered in connexion with the wreck on the Brissons Rocks of the *New Commercial*,

on the 11th Jan. 1851, recorded in the 2nd Number of this Journal.

The following are her dimensions:—length 25 ft., beam 6 ft. 8 in., depth amidships 3 ft. 2 in., sheer of gunwale 2 ft., rowed by 6 oars. She also was conveyed gratuitously to Penzance by one of the steam-boats of the British and Irish Steam Packet Company, in July last, from which place she was towed by a revenue cruiser to her station; where she will be maintained at the expense of this Institution. JAMES TREMBATH, Esq., of Mayon House, Sennen, having erected at his own expense a boat-house for her, and kindly undertaken to exercise a supervision over her for the Institution.

ABERDEEN.—In consequence of their old life-boat proving inefficient on the occasion of the unfortunate loss of the *Duke of Sutherland* steamer, in taking the harbour of Aberdeen on the 1st of April last, the Harbour Commissioners of that port determined on at once replacing her by a boat of the best description. Accordingly, a new one on Mr. PEAKE's design has been built for them, under the direction of this Institution, and was conveyed to her station by a steamer at the latter end of July last. Her dimensions are:—length 30 ft., beam 7 ft. 8 in., depth amidships $3\frac{1}{2}$ ft., sheer of gunwale 2 ft.

She possesses the usual characteristics of Mr. PEAKE's boats, and will self-right in the event of being upset; but has great stability to guard against such an accident, it requiring 25 men to stand on one gunwale to bring it level with the water. She is altogether a very fine boat, and we may feel confident that, had such an one been stationed at Aberdeen on the melancholy occasion above referred to, in all probability no life would have been lost.

The harbour of Aberdeen, having a difficult entrance, similar catastrophes may be expected occasionally to occur; it is, therefore, highly necessary that it should be supplied with every appurtenance for affording rescue to the unfortunate sufferers at such times. The Harbour Commissioners of the Port have now shown themselves fully alive to the responsibility resting on them by so promptly providing an efficient

life-boat. We trust that their example will be followed at all other ports which are not already so provided.

LYME - REGIS. — A life-boat on Mr. PEAKE's design has been stationed at Lyme-Regis, on the Dorsetshire coast, at the joint expense of the National Institution for the Preservation of Life from Shipwreck, and local subscriptions. Her dimensions are:—length 27 ft., beam 7 ft. 6 in., depth 3 ft. 5 in., sheer of gunwale 1 ft. 10 in. She was conveyed gratuitously to Plymouth by the *Nile* steamer, belonging to the British and Irish Steam Packet Company, in the early part of September, and from there towed to her station by a revenue cruiser.

Lyme-Regis is situated at the bottom of the great bay lying between the Bill of Portland and Start Point. Although protected on all sides from the great swell of the ocean, the sea there is considered very dangerous to boats. It is described as a cross sea, topping very high, and breaking more from the set of the tides. The beach is steep, and we conceive that a boat, having the high extremities which this boat has, must be essential in such a locality.

She will be under the management of a Local Committee (acting for the National Shipwreck Institution), of which EDW. HILLMAN Esq. is the Secretary.

PERIODICAL EXERCISE OF LIFE-BOATS' CREWS.

As it is considered that the periodical exercise of the crews of life-boats is very essential, it is hoped that the several Local Committees in connexion with the National Shipwreck Institution, will pay particular attention to that part of their "Life-boat Regulations" which enjoins the same; and that even at those stations where, from any cause, it is either difficult or inexpedient to retain a permanently enrolled crew, it will not be supposed that, for that reason, there will be no use in having the boat taken out to exercise every quarter with a volunteer crew. For although the same parties may not be in her on every occasion, of either exercise or going off to a wreck, yet it is only by such means that that knowledge of

the character and capabilities of the boat can be obtained which will alone give confidence in her when she is required for actual service.

There may be a few places, such as Shields and Liverpool, where the life-boats are so constantly afloat in actual service, that any further exercise of them would be a work of supererogation; but they are exceptions to the general rule. Especially, however, will it be necessary at stations where life-boats of a new character are placed; since, however highly they may be theoretically approved of, a knowledge of all their qualities can only be acquired by slow degrees, and in actual service under a variety of circumstances.

It is also hoped that, on these occasions, the Secretaries to the several Local Committees will forward to the Office in London the fullest particulars of the behaviour of the boats, and of any peculiarities which may be observed in them, in order that the Committee may acquire so exact a knowledge, both of their advantages and defects, as may lead to the avoidance of the latter and establishment of the former, in the construction of future boats.

MEETINGS OF COMMITTEE.

Thursday, Feb. 3, 1853. Capt. STEPHENSON ELLERY in the Chair.

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

The Rev. SHAFTO ORDE reported that the new life-boat, on Mr. PEAKE's design, recently stationed at North Sunderland, had been instrumental in saving the lives of two men from a wreck which took place near Bamborough Castle on the 7th ult.

The Dover Humane and Shipwreck Society communicated, that they had determined on refitting their old life-boat, in lieu of being supplied with a new one by the Shipwreck Institution.

Determined, on the application of Capt. WILLOUGHBY, R.N., Inspecting-Commander of Coast-guard, to station a 27-ft. life-boat, after a design by Mr. PEAKE, at Lyme Regis.

—Capt. WILLOUGHBY reported that the plan of the boat had been much admired by the boatmen and fishermen of the place, and that 100*l.* had been subscribed towards building the boat. A life-boat house of suitable dimensions would also be commenced forthwith.

Decided on receiving the Filey life-boat, to be in connexion with the Institution, and voted 5*l.* 9*s.* 6*d.* towards putting the boat, carriage, boat-house, &c., in an efficient state of repair, and to request Rear-Admiral MITFORD to act as Chairman of the Local Committee.

Voted four silver medals, four thanks of the Committee on vellum, and 43*l.* 5*s.* in rewards as follows:—

The sum of 15*l.* to the crew of the Aberdeen life-boat, who made repeated attempts to save the crew of the brig *Venus*, which was wrecked near the harbour of that place during a S.E. gale on the 26th Nov. last.

Also the silver medal to ARTHUR BROOKS and JOHN SIMS, coast-guard men, at Dungeness station; the thanks of the Committee on vellum to THOMAS SAMPSON, Esq.; and 5*l.* 10*s.* to several other persons for saving 39 individuals from the German emigrant barque *Louise Emelie*, which was wrecked near that station during the hurricane on the 27th Dec. last. 45 other persons lost their lives on the occasion, many of whom perished on account of the imperfect character of the apparatus employed to convey them from the wreck to the shore.

Also the thanks of the Committee, on vellum, to Mr. HUGH WILLIAMS, pilot; and 4*l.* 10*s.* to be divided between himself and his boat's crew for rescuing 13 persons from a crew of 15 men belonging to the barque *Juno*, wrecked in Carnarvon bay during a heavy gale on the 27th Dec. last.

Also 3*l.* to six men for going off in a shore-boat, and saving 9 persons from the brig *Die Krone*, which was wrecked in Carnarvon bay during a gale of wind on the 4th Jan. last.

Also fifteen shillings to OWEN O'DONNELL for rushing into the surf to the rescue of the master and mate of the sloop *Lively*, which

was wrecked on the coast of Donegal on the 27th Dec. last.

Also the thanks of the Committee, on vellum, to Lieut. KENNEDY, R.N., Chief Officer of Coast-guard, Cushendeen station (to whom on a previous occasion the silver medal of the Institution had been presented), and 2*l.* 10*s.* to his boat's crew of five men, for saving the crew of the schooner *Suspense*, wrecked near that place during a heavy gale of wind from S.E. on the 15th Jan. last.

Also 30*s.* to two coast-guard men of Carrick-hill Tower station, coast of Dublin, for attempting with their punt to save the crew of the brig *Annie*, which was wrecked near that station during a strong S.E. gale on the 25th Jan. The crew of the wreck were afterwards saved by means of DENNETT'S Rocket apparatus, which was promptly brought to the spot by Capt. IRWIN, R.N., Inspecting-Commander, to whom the thanks of the Committee were voted.

Also the silver medal to commissioned boatmen of coast-guard, JOHN CHADDOCK and to Mr. ROBERT COLLISON, master mariner, for their services with others to the crew of the schooner *Christiana*, wrecked near that place during a gale of wind on the 26th Nov. last.

Voted also 10 guineas in aid of the local subscriptions for the relief of the widows and orphans of the six men who were drowned by the upsetting of the Rhyl life-boat on the 22nd Jan., when afloat for the purpose of saving life from shipwreck.

Thursday, March 3, 1853. His Grace the Duke of NORTHUMBERLAND, K.G. President, in the Chair.

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

Elected Mr. Alderman THOMPSON, M.P., Chairman of the Committee of Management, and Mr. FRANCIS WILSON, Trustee of the Institution, vacant by the death of the late Mr. THOMAS WILSON.

His Grace the President informed the Committee that life-boats, built on the principles approved of by the Northumberland Life-Boat Committee, and complete with

carriages, boat-houses, &c., were placed by him at Cullercoats, Newbiggin, Hauxley, and Boulmer, on the coast of Northumberland; that local committees had been organized to manage the boats, in conformity with the life-boat regulations of the Shipwreck Institution; he therefore wished the General Committee to decide if they would take charge of the boats, which he would in that case formally give up altogether to the Institution.

The Committee having thankfully accepted the liberal offer of the President, pledged themselves, in conjunction with the several local committees, to maintain the boats, boat-houses, &c., in an efficient state.

Reported that the new life-boat, placed at Cullercoats, had, on the 4th February, been the means of saving the lives of 3 of the crew of a fishing-boat, which had been overtaken by a sudden and unexpected change of wind.

Accepted the resignation of Mr. GEORGE PALMER, V.P., as Deputy-Chairman of the Institution, which office he had filled for upwards of twenty years, but which he was compelled to resign on account of increasing age and indisposition.

Resolved—

That, as a special vote, the gold medallion of the Institution, and a gold boat appended thereto, be presented to GEORGE PALMER, Esq., V.P., in consideration of the valuable services rendered by the life-boats built on his plan by the Shipwreck Institution during the past twenty-five years, and also for the great attention which he had always devoted to the affairs of the Institution.

Resolved—

1. That—seeing the late lamentable accidents to life-boats going off under sails—as a general rule, the life-boats built by this Institution be not furnished with either masts or sails; but that, if the local committees chose to place sails in their boats, they should do so on their own responsibility.

2. That 400*l.* of the funded capital of the Institution be sold to meet its current expenses for life-boats, &c.

Voted three silver medals, one thanks of the Committee, on vellum, and 12*l.* 10*s.* in rewards as follows:—

The silver medal to RICHARD SINNOTT, chief boatman at Mullaghmore coast-guard station, and 4*l.* to his boat's crew of 4 men, for saving 7 out of 9 persons from the Dutch galliott *Ida Gizena*, which was wrecked about thirteen miles distant from that station, during blowing weather, accompanied with snow, on the 10th Feb. last.

Also the thanks of the Committee, on vellum, to PATRICK O'SULLIVAN, Esq., of Mill Cove; and 3*l.* to the crew of a shore-boat, for saving the crew of the schooner *Lady of the Lake*, of Bideford, which was wrecked in Bantry Bay during a heavy gale from the W. on the 10th Jan. last.

Also the silver medal to Mr. WILLIAM PARKER, and to his brother Mr. JOHN PARKER, master and mate of the schooner *Pearl*, of Exeter, for saving with their boat the crew of the brigantine *Maria*, which foundered off Flamborough Head during the hurricane on the 27th Dec. last.

Also 5*l.* to the crews of the smacks *Emperor* and *Traveller*, for their services to the crew of the barque *William and Mary*, wrecked on the Gunfleet Sand during a heavy gale of wind from S.S.W. at dead low-water, on the 27th Dec. last. The crew had taken to the rigging, where they remained twenty hours before assistance could reach them.

Also 10*s.* to coast-guard boatman JOHN SHARPE, of Greenway station, for rushing into the surf and saving the master of the smack *Mary and Sarah*, of Southampton, which had struck on a rock near that station during a strong gale from S.S.W. on the 20th Jan. last.

Thursday, 31st March, 1853. Rear-Admiral Sir THOMAS HERBERT, K.C.B., M.P., in the Chair.

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

Resolved—

That this Committee beg to offer their grateful thanks to His Grace the Duke of NORTHUMBERLAND, K.G., President, for his liberal gift to the Institution of four life-boats, boat-houses, carriages, &c., which have recently been placed by him on the

coast of Northumberland; and the Committee wish to express in the strongest terms their extreme satisfaction with the provision thus made, through the munificence of His Grace, to save life from shipwreck—an act of philanthropy which will ever be remembered with feelings of gratitude by those “whose business is in the great waters;” and the Committee pledge themselves, in accepting this valuable present, to maintain the boats, &c. in an efficient state, in conjunction with the several local committees.

Read and approved a communication from the Admiralty, stating that the Lords Commissioners of the Admiralty had sanctioned the Warkworth Harbour Trustees paying to the Shipwreck Institution 10*l.* a-year towards the support of the Hauxley life-boat, and to be relieved from the maintenance of a life-boat at Warkworth or Amble, the contiguous station.

Colonel COLQUHOUN, R.A., F.R.S., Superintendent of the Carriage Department at the Royal Arsenal, Woolwich, transmitted, agreeably to the request of the Committee, a drawing of his life-boat carriage and limber.

Voted silver medal to JOHN REDFORD, coxswain of the Cullercoats life-boat, who had jumped into the surf with a rope tied round his body, to go to the rescue of a fisherman, who had, during a heavy gale, been thrown out of his boat, and narrowly escaped being drowned—which misfortune happened to two of his companions. Granted also 3*l.* 10*s.* to seven other persons, who assisted with their boats on the occasion.

Voted also the silver medal to Mr. THOS. TEGG, master of the sloop *Caroline*, and 2*l.* to his boat's crew of two men, for saving the crew of the schooner *Comet*, of Cardiff, which was embayed between Towan Head and Pentire Head, on the Coast of Cornwall, during a N.N.W. gale, on the 26th Feb. last. The thanks of the Committee were also voted to Mr. W. F. GREET, R.N., chief officer of coast-guard, Newquay, for his services in throwing a rocket over the vessel, by which means the boat, with a hawser, was hauled off to the wreck.

Took into consideration the draft of the Annual Report.

Directed that the accounts for the past year be submitted to the Auditor.

Resolved—

That the Annual General Meeting of the Institution be held at the London Tavern, on the 21st proximo; that the usual advertisement thereof be inserted in the papers, and that the Duke of NORTHUMBERLAND be invited to take the chair on the occasion.

Thursday, 21st April, 1853. The Annual General Meeting of the Institution was held this day; an account of the proceedings of which will be found in No. VIII., of the *Life-Boat Journal*.

Thursday, 5th May, 1853. Rear-Admiral SAUMAREZ, K.L., in the Chair.

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

Read a communication from Capt. A. ELLICE, R.N., Comptroller-General of Coast-guard, stating that directions would be given to the several Inspecting-Commanders of Coast-guard to procure information from boatmen and others relative to a code of instructions for the management of life-boats on different parts of the coast.

Reported that the Cullercoats life-boat had again, on a recent occasion, been instrumental in saving the lives and boats of several fishermen, who had been suddenly overtaken, while following their occupation, by a gale of wind.

Approved of the list of the stores to be placed in all the life-boats of the Institution.

Voted the silver medal to JOHN T. KNIGHT, coast-guard boatman at North Sunderland, for his exertions in attempting, with others, to save the crew of the schooner *Nisus*, which was wrecked near that place during a N.E. gale on the 26th Feb. last.

Granted also 5*l.* to five men for their services in putting off, at considerable risk, in a shore-boat, to go to the assistance of the crew of a fishing-boat, which had been upset on attempting to enter Staithes, near Whitby, on the 8th April, during a N.E. gale of wind.

BOAT ACCIDENTS.

AMONGST the applications for reward from the National Shipwreck Institution, one was recently made for saving the lives of several persons who had been upset in a boat in consequence of one of their number climbing to the mast-head to reeve the halliards, the sea being smooth at the time and the wind light. One person was drowned on the occasion and others nearly so.

We notice this seemingly trivial occurrence, in order to point out the great danger, in a small boat, of attempting to climb the mast under any circumstances; and to recommend the habit generally of keeping all the weights in a boat as low down in her as possible, but especially in rough weather.

It may be thought that such an elementary principle in mechanics as the power of the lever is so universally understood that no teaching on the subject is needed; and doubtless every experienced sailor will have learned by observation the danger of climbing to the mast-head in a small boat. But, from whatever cause it arises, whether from ignorance or carelessness, or from indolence to avoid the trouble of unstepping the mast, we believe it is not an uncommon occurrence. We have ourselves been so upset in a boat several miles from the land, and have known other instances of a similar nature to occur.

In the instance which has called forth these remarks, a valuable life, that of the father of a family, and one of whose sons was in the boat with him at the time, was sacrificed, and beyond doubt many others have been lost in a similar manner at different times.

We would therefore strongly urge upon the attention of all persons engaged in the management of boats, that, excepting in those of large size, no one should ever be allowed to ascend the mast; and that the general habit should be acquired of sitting down rather than standing up in a boat except when the latter is absolutely necessary.

SERVICES OF LIFE-BOATS.

NORFOLK LIFE-BOATS.—At daybreak, on Sunday, the 23rd of Feb. last, the wind blowing heavily from the N.N.E. with thick storms of rain and sleet, the sloop *Hannah*, of Gainsborough, laden with a general cargo bound to London, was observed by the Scratby boatmen riding close outside the Scroby Sand, having lost her mast. The boatmen being unable, from the surf on the beach, to launch the largest yawl, which is about 25 tons, although they were 32 in number and had a good hauling-off warp, immediately started off to join the Caistor boatmen, who are 35 strong, two miles further south; and on arriving there they found the sloop had hoisted, on a staff, a flag, as a signal of distress. The two companies, with great risk and exertion, launched the Caistor life-boat, which is a 44-ft. boat, with a crew of 26 men, and hauling her off through the waves, although they broke over her and filled her, proceeded to beat to windward to fetch the wreck, then 2 miles off, under close-reefed foresail and mizen. In their course they had to cross the Barber Shoal, and afterwards the north part of the Scroby Sand, and while passing over the latter a heavy sea swept over the boat, completely submerging the whole 26 men forming her crew in the rolling volume of water which came upon them. The catastrophe is described by one of the crew, who was in the bows of the boat with his arms firmly clasped round the dowsing-piece. He asserts that he bent himself down that he might catch the force of the wave on his back, and when the boat rose to the surface again, as she did bows first, in recovering herself from the engulfment, he cast his eyes aft, but could see nothing but her mizen above water, until, as the boat further rose, he discovered her crew driven aft in all directions, by the force of the wave, from their right stations in the utmost confusion, and thus gradually appearing from the vortex, as the stern rose to the level of the water again, which it quickly did, and most miraculously without one hand having been swept overboard, although her spare mast, oars, and spars, were driven

out of the boat by the sea up into the body of the foresail. The description here given, naturally leads to a moment's consideration of the fact, that the power of these boats under canvas is far different to that of the mere rowing-boats; for in the former instance, there is element contending against element, while in the latter, mere manual strength against the wind and sea, to the superior force of which the crew yield at will: and thus, a much greater amount of violence in the waves may cause infinitely less danger to a boat's crew in the pulling than in the sailing-boat; while, on the contrary, the most disastrous consequences may arise by the injudicious pressure onward, in opposition to the elements, of a powerful sailing life-boat. But to proceed with the narrative. The life-boat proudly again caught the wind in her foresail, and, shaking off, as it were, the fetters Father Neptune had thus attempted to shackle her with, once more drew ahead—glided from her foaming bed—freed herself of water—and pursued her course with her drenched and affrighted crew; some of whom had lost sou'-westers, others had limbs severely bruised, uncertain whether or not they were broken; some had hands jambed, others were not hurt; but all alike only too glad to find themselves not swept out of her, and still among the living, until at length they brought up to windward of the sloop. Here a new disaster met them, for after veering down to her, and attempting to jump on board the vessel, two of the life-boat's crew missed their hold, and fell overboard. There, too, again, the care of a merciful Providence rescued the drowning, and both were, after a second drenching and struggling, at length saved by their companions in the boat. The history of the sloop was, that, during the night, she parted from one of her anchors and chains, and the crew fearing, as she had but one anchor and cable to trust to, she might drive on the Scroby Sand, cut away her mast, her windlass also was upset, and they feared she might, in so much broken sea, founder with her crew; hence the signal of distress, which not only imparted extremity on their part, but perilled the lives of 26 other brave and

daring men, making 29 in all, embarked on this hazardous adventure. The boatmen ultimately rigged up the life-boat's larger foremast and foresail on the sloop, slipped from her anchor, and with the life-boat ahead, towing her, arrived in Yarmouth harbour at about 4 P.M., without the loss of a single life, and without damage to the boat. The vessel, freight, and cargo, were supposed to be worth about 1000*l*.

It may be here briefly mentioned, for the satisfaction of the subscribers to the Norfolk Association, that their contributions are not only bearing fruit tenfold but twentyfold; that not only is life preserved to the mariner and beachman embarked on the ocean wave, and the wife and child blessed with the joyful intelligence that the husband and father have been rescued from the watery grave through the instrumentality, under the Divine blessing, of the Association—but that the merchant, the shipowner, and with them the entire community, are also reaping a large share of benefit from the assistance which boats, constructed as the Yarmouth and Caistor life-boats are, render to property of considerable value, and in extreme cases, which, without their aid, would otherwise be abandoned to the elements and become annihilated.

For instance, in addition to the above casualty, another occurred to the schooner *Paulina*, with a crew of seven hands, laden with timber from Stettin to London, of the value of 800*l*., which, having on the 17th Dec. 1852, struck on the Scroby Sand, carried away her rudder and became water-logged; the same boatmen got her afloat again, and were obliged to bring her up below Winterton. During the night a violent gale came up from the north, and the Caistor life-boat was then called to her assistance, and steered her safely into Lowestoft harbour; for which especial service the boat is peculiarly well adapted, for with the water let into her she is of infinitely more service in steering a vessel without a rudder, than a light swimming-boat would be; and it is the second instance in which the boat has performed the like service.

Again, on the 26th and 27th Dec. last, the same boat and crew launched, when no other boat dare attempt it, to the brig *Active*. This vessel was coal-laden, to the value of 550*l.*, and whilst riding in the Cockle Gat on the night of the 25th, was driven afloat of by the brig *Agnes*, and at daylight was found riding with only the lower part of her mainmast left standing, and with a signal of distress flying. The boat then also crossed the Barber Sand to get to the vessel, and shipped some heavy seas, but reached her, and after the crew had cleared away the rigging and spars, which were hanging over the vessel's sides and bows, and had stopped her leaks, and pumped her, rode by her a day and a night in the severest gale which had taken place this winter. The brig had on board thirteen hands, comprising not only her own crew, but that of the *Agnes*, which had sunk close under the steerage of the *Active*, and before the life-boat reached her: there was no seaworthy boat on board to save the life of one of these thirteen hands, as the long-boat, the only one there, had been washed about the decks and was stove. This brig was also taken by the life-boats into the Yarmouth harbour. As a final proof that the boat and her crew are not without a fair share of merit, her salvage account will prove that she has earned for the Association, by the shares allotted to her under the rules of the society in the above instances, and in the period of one month, upwards of 20*l.*, without having received during such service 20*s.* worth of injury; besides having taught in the best way possible the most important and valuable lessons of practical seamanship to her daring and hardy crew, who are thus constantly gaining confidence in her powers.

AIR-CASES OF LIFE-BOATS.

One of the chief difficulties which has been experienced by the builders of life-boats, has been that of making the air-cases and compartments, which form their extra buoyancy, perfectly water-tight. Different expedients have been tried, but without success:—wood—metals—patent artificial materials of different kinds—all have been adopted, but

each having some drawback. Wood expands with moisture and shrinks from excessive dryness, which opens the joints and seams; metals corrode, and to have sufficient strength must be made too heavy. Gutta percha would doubtless answer for detached cases, as being quite impervious to water, but, to be of sufficient thickness to have the requisite solidity and strength, is very expensive, and also heavy. The most prevailing mode of constructing detached air-cases is, however, of wood, carefully made, and covered with sail-canvas sewn on and well-painted. This is the manner practised in the life-boats on the Norfolk and Suffolk coasts; but, after a while, they are liable to become leaky, as if the canvas gets cut or chafed through, the water will force its way between it and the wood, and will penetrate the joints of the case. A better and safer mode of covering detached air-cases, and which makes them perfectly water-tight, has, however, now been introduced, which we will briefly describe for the information of constructors of life-boats who may not be acquainted with it.

The cases should be made of a light, dry wood, sufficiently strong to bear a severe blow without injury, but yet not heavier than is necessary to give the required strength, and should be carefully put together. The next process is to spread over them a thick coating of the now well-known material, "marine glue." Strips of light sail-canvas are then placed over the joints, and, being pressed on their outer side by a heated laundress's iron, the glue is drawn through the substance of the canvas, which becomes immovably attached to the case; another coating of the glue is now spread over these strips, and the whole case is then covered with canvas in the same manner. There is no need of sewing, as the canvas will adhere with the utmost tenacity to the wood; forming, even before painting, a perfectly waterproof covering in itself, and having two thicknesses of the canvas over all the seams and corners. Two or more coats of paint are then laid over all.

A case of this kind will be perfectly and durably water-tight, and there will be no need of valves, or other contrivance, to let

out water which might have leaked into it. Some practice is required to perform the operation well, and it is necessary to be careful that, whilst the iron is sufficiently heated to thoroughly melt and draw the glue through the canvas, it must not be hot enough to burn either the one or the other.

This mode of covering is especially applicable to *detached* air-cases or boxes; but we are of opinion, that, to as great an extent as practicable, the extra buoyancy of a life-boat should be formed of such, as being less liable to damage, from concussion or other cause, than when built into the boat.

NEW INVENTIONS.

THE FAREHAM LIFE-BOAT.—A novel description of life-boat, to which the above appellation is given by its designer, has been recently patented.

It is the invention of the Rev. E. L. BERTHON, M.A., of Fareham, and is especially intended for the use of ships; in particular, of large steamers, emigrant vessels, and troop-ships. The advantages it holds out being that it combines the properties of a life-boat of the best description with facility of stowage in a small space: two properties which have never before been united in the same boat; but which, being so, are invaluable, since vessels having a large number of persons on board, may, through that means, be enabled to have ready prepared a safe refuge in the event of fire or other accident at sea.

It will be difficult without diagrams to give a clear idea of the character and nature of this boat, which is a specimen of contrivance, ingenuity, adaptation to the required end, and of first-rate mechanical skill, which reflects the highest credit upon the gentleman who has perfected it. A clear and concise description of it, with diagrams, &c., is, however, published (to be had of S. SUTTON, High Street, Fareham), which will be found well worth the examination of those who take any interest in such subjects.

The reverend gentleman has also a beautifully-constructed model of it, made by his own hand, which still more perfectly shows its properties, and which bears evidence that

he possesses, in as eminent a degree, the skilful manipulation of a practised working mechanic as he does a theoretical knowledge of the subject.

The Fareham life-boat is a collapsible one; by which means it is enabled to be stowed away in a comparatively small compass, but it possesses greater strength than an ordinary wooden boat; would not be liable to get stove in, or broken, except by a sharp cutting instrument or rock; and, having eight water-tight compartments, would require to be separately damaged in each to have its buoyancy totally destroyed. Its repair may also be easily and expeditiously accomplished; the skins, if torn or perforated, are readily mended by cementing patches on the damaged parts; and should a timber be injured it can be taken out, repaired and replaced.

The following is a description of some of the advantages and peculiarities of the boat, as described by the inventor:—

“1. Stowage. It is stowed in one-sixth of its width. When collapsed it is frapped-to against the ship's side, or in a recess in the bulwarks, from which it projects a few inches, being firmly secured there, and covered by a strong flap of doubled canvas. Thus being always outboard, the largest boat (say the size of a first-rate's barge or launch) is ready at a moment's notice.

“2. Facility and quickness of lowering. One hand is enough to expand and lower the largest boat; he can expand it in three seconds, and lower it as rapidly, or slowly as he pleases, and it is sure to take the water on an even keel.

“3. Perfect insubmergibility. This it may be said to possess in common with other life-boats, but it has it in a greater degree; and this excellent quality is obtained in a new way, essentially belonging to this principle. It is made in eight longitudinal compartments, into which, when expanding by its own weight, a vast volume of air is inhaled: a boat 30 feet long inhales about 320 cubic feet in the moment of expansion.

“4. Another advantage is that of discharging all water. It has a delivery channel nearly the whole length, fore-and-

aft, so that if filled by a sea it empties itself almost immediately.

"5. Security from being washed away or stove. Being stowed so snugly against the bulwarks; not rising above nor projecting far from them, there is almost nothing for wind and sea to act upon: immense boats may thus be stowed nearly out of sight, and yet be more easily and quickly lowered than a gig. Again, in case of fire, they are out of the way of harm, as the ship's top sides must be burnt before they can be injured.

"6. Prevention of a rush to the boats in case of accident. These boats being collapsed, offer no resource for terrified passengers, whose crowding to the boats on the davits, and their consequent difficulty to lower, has been so often fatal.

"7. No plugs. When shut up this boat holds no water, and wants no plugs.

"8. No caulking. These boats will never be leaky.

"9. No davits. Falling derricks take their place, and are out of the way of everything.

"The framework is composed of wood, in a new and peculiar arrangement. There are no transverse timbers, nothing corresponding to ribs in the usual acceptation of the term, but all the timbers are fore-and-aft, extending the whole length of the boat. These timbers are eight in number, *i. e.* four on each side of the stem and keel piece. They are thin, flat, and deep, something like a thin slice of melon. In a 30-foot boat they are $1\frac{1}{2}$ inch thick, and vary in depth from 8 to 18 inches. They are made without scarfing, by bending plank over plank till the required thickness is obtained, connected with bolts and marine glue. The strength of these segmental timbers is enormous, involving all the force of the plank-on-edge principle. They are all jointed together, and to the tops of the stem and stern posts at their ends, by a kind of chain-hinge, which, in a very simple and effectual manner, binds them all together; and as the angle through which each moves is only about 16 degrees, there is neither strain nor wear upon the links. Now these timbers stand side by side, in vertical planes, like the leaves of a closed book on its edge,

when the boat is collapsed; but when expanded they stand apart in radial planes, somewhat like the segments of an orange, and, being properly shaped, assume the form of a boat.

"There are two distinct skins or coverings made of a very strong durable water-proof material; they are firmly secured to the edges of all the timbers, the outer skin to the outer edges, and the inner one to the inner edges. By this means the whole body of the boat is divided into eight separate longitudinal cells or compartments, each cell being bounded on two sides by two adjacent timbers, and on the other two by the inner and outer skins. The cavities of these cells are spontaneously filled with air through proper apertures at the extreme ends, at the moment of expansion; as the weight of the boat falling on to certain gunwale-spans, separates the timbers, the air rushes in, as it does into a pair of bellows upon separating the handles.

"The extension of the boat is effected and maintained by the bottom-boards and thwarts, which, jointed along the middle line, are made to stand up at an acute angle when the boat is collapsed, and fall down to straight lines when open. The weight of these causes them to act as most powerful extenders, for, as they approach the straight line, they necessarily gain a great accession of force.

"It is difficult to convey a very clear idea of these boats; but some notion may be formed of the principle of extension by observing a carriage-head, the frame of which may be compared to the boat's timbers, and the joints to the thwarts and stretchers of the bottom-boards.

"She has a rather deep keel, beside two bilge-pieces on each side; and in every other salient point the cloth over the edges of the timbers is well protected by wood or copper outside all. By this precaution no injury to the skins is produced by running on shore; indeed, in all respects, it may be treated as a strong solid boat. As a proof of this, it should be mentioned that one of this construction has been exposed for several months on a beach—floating and taking the ground every tide, without sustaining the slightest injury."

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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, many of whom were rescued by means of the Life-Boats of the Institution.

Additional Life-Boats have recently been placed by the Society at Aldborough, Suffolk; Sennen Cove, Cornwall; and Lyme Regis: others are building, and will shortly be ready for Dungeness, Penzance, Barmouth, Ardrrossan, and Dundrum Bay.

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 the crew of each boat, towards meeting which the Committee earnestly invite the co-operation of the Public.

The Committee gratefully acknowledge the following additional contributions:—

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