

THE LIFE - BOAT,

OR

JOURNAL OF THE NATIONAL SHIPWRECK INSTITUTION.

No. 4.]

1ST JUNE, 1852.

[PRICE 1½D.

LOCAL COMMITTEES.

AN especial feature of the National Shipwreck Institution, is the establishment of Local Committees for the management of their boats. As stated in the first number of this Journal, the Parent Institution looks to earnest, hearty co-operation on the part of the several Local Committees, to ensure the effectual working of their system. It is therefore of importance, firstly, that a clear and distinct understanding should exist as to the nature of those bodies, and their relative position towards the Parent Committee; and, secondly, that judicious and definite rules should, as far as the nature of the circumstances will admit of it, be laid down for their guidance on all occasions.

To assist in establishing this understanding with those Committees already in connexion with the Institution, and to afford information to such other bodies as may desire to associate themselves with it, are the objects of the following remarks.

Now it is evident that a Committee sitting in London, can of themselves have no satisfactory knowledge of the position of their affairs on the coast, unless they have some responsible and trustworthy agents there, to transact their business for them, and protect their interests. The Committee might build the finest description of life-boats, place them in the most appropriate positions, and even nominate crews, and appoint rules to guide them; and yet after a few years they might find their boats uncared for, fallen into disuse, and going to decay, from want of such a proper superintendence, as it is probable that

a Local Committee of respectable persons would be best calculated to supply. They would, in fact, be a head without hands, or at least whose hands were paralysed, there being no connecting nerve between them; and in however healthy a state the head might be, and however wise might be its deliberations, it would be quite possible for the whole body to be in a sickly and inactive condition. As in the human body, when, "if one of the members be sick the whole body suffers with it."

It is true that much might be done, and we trust will be done, by an active and intelligent Inspector of Life-boats, but it is manifest that in so extended a sea-board as that of the United Kingdom, he can only occasionally visit each station. When, however, an Inspector is enabled to visit a station, it is desirable that the Local Committees should take advantage of his experience, gained by visiting various parts of the coast; that they should understand that it is the Inspector's duty to see that every thing is in good working order; and should he have occasion to call attention to points that might be improved, it is to be hoped that his remarks will be received, as they are intended, as the result of a desire to aid by every means in his power the cause which we all have at heart.

We are of opinion, then, that if the National Shipwreck Institution is to possess the advantage of being a united body, having many parts yet being but one, and under one head, it will be very desirable that, where their own interests will permit it, the Local Committees should be considered as

but an extension of, or off-shoots from the central one, and not as distinct bodies, acting more or less in unison with it. That whilst, therefore, the London Committee would wish to sympathize with all bodies, whether County Associations or others, working in the same cause, and would be ready to give them the benefit of their experience and advice when solicited; to provide them with designs for their boats, render them any other service which might be in their power, and, under certain circumstances, to give them pecuniary assistance; yet that they should, as a general rule, require all bodies who might receive pecuniary aid from them towards the building and establishing life-boats, to become branches of the Institution, and to accept its rules and regulations for their guidance, modified where necessary to meet any local peculiarities.

It will be evident, we think, that such a bond of union would be most advantageous to all parties, if not indispensable to effectually carry out the objects of the Society. We invite attention, then, to the following Life-boat Regulations of the Institution, in which the special duties of Local Committees are more particularly defined. On that branch of our subject we think it sufficient now to state, that the Committees would be looked on as the sole responsible organs of the Institution in their several neighbourhoods—that the life-boats, their crews, and all belonging to them, would be entirely under their care and management—that the extent of coast over which they would have jurisdiction, would be in each case, as far as practicable, clearly defined—that all applications for pecuniary rewards, or medals for services performed within their several districts, would be referred to them for inquiry and approval—and that the London Committee would always be desirous to treat them with that courtesy, and their decisions with that deference, which should ensure unanimity between them, and which they would feel that a body of gentlemen, gratuitously devoting their time and attention to the affairs of the Institution, and to the objects we should all in common have at heart, would have a right to expect at their hands.

LIFE-BOAT REGULATIONS.

The following regulations are intended for guidance of the Local Committee to be formed at each place at which a life-boat is stationed by the National Shipwreck Institution, and to whose care and control the life-boat, her crew, and everything connected with her management and maintenance, will be intrusted.

The Local Committee to consist, if practicable, of not less than three persons usually resident, one of them to be a sailor. And with the view of facilitating the co-operation of the Coast-Guard with the Committee, it will be desirable that the Inspecting Commander of the district, or in his absence the nearest Coast-Guard officer to the spot, should be *ex officio* a member of the Local Committee.

1. The life-boat crew to consist of a coxswain-superintendent, second coxswain, who is to be bowman, and as many boatmen in addition as the boat pulls oars.

2. For every boat, at least double the number of men required (if they can be found at or near the spot) shall be enrolled and numbered. The first men on the list to form the permanent working boat's crew; the remainder to fill up vacancies and casual absences, in succession.

3. Such list to consist of sailors and fishermen who are usually resident, and (with permission of the Comptroller-General) of any Coast-Guard men of the station who may volunteer for the service. As a general rule, no man to be enrolled whose age exceeds 55 years.

4. The salary of the coxswain-superintendent shall be 4*l.* a-year. On every occasion of going afloat to save life, all shall receive alike not less than 7*s.* a man; for every time of going afloat for exercise, 2*s.* 6*d.* each man. In the absence of the coxswain, the second coxswain will take charge of the boat, and the boatmen will be numbered, and take charge in order, from aft to forward.

5. In the event of money being received by the life-boat for salvage, or similar service, one fifth of the whole shall be reserved towards the maintenance and repair of the

boat, the remaining four-fifths shall be divided into shares, of which the coxswain shall be entitled to four shares, the second coxswain to three shares, and the boatmen to two shares each.

6. If local subscriptions be raised to reward any special act of gallantry or exertion, the Institution recommends that the whole of the money be paid to the crew, divided into shares and apportioned as above.

7. As at each life-boat station there will be a Local Committee, the coxswain will act under their immediate directions, and the boat, except in case of wreck, is never to be taken afloat without their sanction.

8. As the efficiency of a life-boat depends on the good training and discipline of her crew, the strictest attention must be paid by them so the directions of the coxswain on all occasions connected with the service. The boat shall be taken afloat for exercise, fully manned, at least once a quarter, giving the preference to blowing weather.

9. The Local Committee at each station is requested to make a quarterly report to the Institution, as to the behaviour of the boat during exercise, pointing out any defect that may require to be remedied, and offering any suggestion that may conduce to the efficiency of the service. Also generally to report on the state and condition of the boat, the carriage, the boat-house, and all the life-boat gear. Should occasion for immediate repairs arise, the Local Committee is authorized to make them to the extent of 5*l.*; more extensive repairs to be referred, with an estimate, to the Parent Institution.

10. The boat is to be kept on her carriage in the boat-house, with all her gear in her ready for use, except matches, rockets, and perishable articles which may require to be secured from damp.

11. There are to be three keys to the boat-house, kept in different places, with the address of each painted on the door; one in possession of the coxswain, and the others as the Local Committee may decide.

12. Immediately on intimation of a wreck, or of a vessel in distress, the coxswain is to use his utmost exertions to assemble his crew, launch his boat, and proceed to her assistance; and in the event of

any of his crew being absent, he is to select the best volunteers he can get on the spot, who shall be paid the same as the enrolled boatmen.

13. If a wreck occurs at some distance from the station, so as to require the boat to be transported along the coast, the coxswain is to send to procure sufficient horses (which by the Wreck and Salvage Act, any Magistrate, Constable, or Revenue Officer, may demand the use of), attach them to the carriage, and lose no time in making the best of his way with the crew to the scene of wreck.

14. A reward of 7*s.* to be given to the man who first brings intelligence of a wreck at such a distance along the coast as not to be in sight from the Coast-Guard, or other, look-out.

15. A signal shall be agreed on by which the life-boat crew can be called together when required. A flag hoisted at the watch-house is recommended by day, and the firing of the mortar (or other alarm signal) at the Coast-Guard station twice quick, by night.

16. On approaching a wreck, the coxswain will use his judgment, according to the circumstances of the case, whether he will board the wreck end-on, either on the bow, on the quarter, or on the broadside; or whether he will go to windward, drop his anchor, and veer down to the wreck; or if he will lay her alongside. The greatest caution, however, is recommended in this latter case, and it is not to be resorted to when any other mode of boarding a wreck can be adopted.

17. On boarding wrecks, the preservation of life is to be the coxswain's sole consideration, and he is on no account to take in any goods, merchandise, luggage, or other articles, which may endanger the safety of his boat, and the lives of those intrusted to his charge. And should any be brought in contrary to his remonstrance, he is fully authorized to throw them overboard.

18. In the event of any men being brought ashore from a wreck, the coxswain shall give immediate notice to the Local Agent (if any) of the Shipwrecked Fishermen and Mariners' Benevolent Society, in order that he may

take the steps prescribed by the regulations of that Society for their relief, and for forwarding them to their respective destinations.

19. No one besides the crew, namely, the coxswain, second coxswain, and one boatman for each oar, is on any account to be allowed to go out in the life-boat when going to a wreck, except with the express sanction of the Local Committee.

20. The life-boat is not to be used for taking off an anchor. Nor for the purpose of salvage, nor for taking off stores, a pilot, or orders to a ship, so as to interfere with private enterprise, (except in cases of emergency, with the special sanction of the Local Committee,) but to be reserved for cases involving risk of life.

21. The coxswain is to see generally to the efficiency of the boat for service; when the weather appears threatening at sunset, he shall have the sand removed from the boat-house door, the wheels of the carriage greased, the ways (if any) ready for laying, a breaker of fresh water, hand rockets, and all other gear placed in the boat ready for use at a minute's warning.

22. On the approach of winter, in exposed situations liable to wrecks, it is recommended that a mooring anchor, with no upper fluke (having a block attached, and a warp rove and buoyed), be laid out below low-water mark, opposite the boat-house, (or more suitable situation,) for hauling the boat off in case of need.

23. The coxswain will enter in a journal, according to the annexed form (with which he will be supplied), all services performed by his boat, stating the time of launching, time of reaching the wreck, the vessel's name, whither bound, number of persons rescued, &c., a copy of which on each occasion of wreck is to be forwarded, by the Local Committee, to the Secretary of the Institution in London.

24. The full instructions of the Royal Humane Society for restoring suspended animation, to be posted in each boat-house; and a copy of the abstract to be kept with the boat's small stores, and taken off in the boat, so as to be at all times at hand.

25. On returning from service, the boat

is not to be left in the surf on the beach, but is to be as soon as possible got on her carriage, and placed in the boat-house. On the first fine day after use, the boat is to be drawn out to dry up any wet that may remain about her, and any damage is to be immediately made good.

26. The coxswain will be held responsible for the efficiency and general good order of the boat-house, the boat, and her gear. And it is hoped that a sense of the importance of the trust confided to them in the cause of humanity, will lead the coxswain and crew to be most careful on these points, and to distinguish themselves by the readiness and seamanlike manner in which their boat is handled.

NORTHUMBERLAND, *Rear-Admiral,*
President.

LIFE-BOAT GEAR.

1. Anchor and cable; anchor for a 30-foot boat, not less than 75 lbs. weight; cable 60 fathoms of $3\frac{1}{2}$ -inch rope. The anchor and cable to be secured to the floor of the boat amidships.
2. A grapnel 25 lbs. weight, for letting go from the stern to prevent the boat ranging ahead when at a wreck.
3. A spring for the cable in case of need. A boat's painter.
4. A norman, with forelock, to ship in the step of the boat's mast when in tow, or riding at anchor.
5. A set of short fir oars complete, with lanyards; and a spare oar for each two the boat pulls.
6. A set of rope grummets and iron thole pins (with forelocks), and with half the number of each, spare.
7. Two steering sweep oars; three boat-hooks, with lanyards.
8. A hand grapnel, with heaving line.
9. A sharp axe secured under the main thwart; and a small sharp hatchet at each end of the boat.
10. Two life buoys with lines attached; short knotted life-lines to hang over the side at each thwart.
11. Boat binnacle and compass; lamp kept trimmed; oil can; matches to be kept dry.

12. Spy-glass; lantern; fisherman's white light, or port-fire.
13. Hand rockets for throwing a line on board a wreck.
14. Boat's hand lead and line for sounding in case of fog.
15. Hammer, nails, chisel, marline spike, grease, oakum, sheet-lead, &c.
16. A cork life belt for each of the crew.
17. A breaker of fresh water, and biggin.
18. Boat's carriage, luff-tackle, hand-spikes, &c.
19. A chest for small stores in the boat-house.
20. Masts, sails, gear, and rudder, when required.

The coxswain-superintendent is to keep a list of the stores, which are to be examined every month by the Local Committee, in order to their being repaired, or replaced with new if in the least degree doubtful.

Form of Return of Wreck, and Services of Life Boat at

1. Name of vessel, and where belonging to?
2. Name of master, and of owners?
3. Rig, Tonnage, No. of crew?
4. Where from? Where bound to?
5. What cargo? or in ballast?
6. Wind and weather?
7. Time of day? State of tide?
8. Exact spot where wrecked?
9. Number of lives saved?
10. Number of lives lost?
11. Supposed cause of wreck?
12. Remarks, &c.
13. Time of launching life-boat?
14. Time of reaching wreck? Time of returning ashore?
15. Did the boat behave well?
16. Was any damage done to the boat? Are there any repairs required?
17. Names of men employed, and No. of times they have been off in the life-boat to a wreck; noting any special case of individual exertion.
18. Amount, if any, of salvage?
19. Remarks, &c.

(Signed)

Coxswain-superintendent.
Dated,

THE CORNISH FISHERIES.

IN a former number of this Journal we have recorded that 36,000 fishing-boats, employing 150,000 men and boys, are annually engaged in the fisheries of the United Kingdom. In the April number will be found some statistics of the Herring and Cod fisheries on the coast of Great Britain for the year ending 5th January, 1850; we now propose to lay before our readers, many of whom we trust are fishermen, or at least deeply interested in the welfare of fishermen, some account of the Cornish fisheries, of which pilchards and mackarel are the most important. In doing so we have again to draw on that mine of wealth, the "Official Descriptive and Illustrated Catalogue of the Great Exhibition of 1851," for which work the following statistics were compiled by that well-known philanthropist Mr. ALFRED FOX, of Falmouth, who was justly awarded a Medal for the models of the boats and specimens of the nets that he was chiefly instrumental in contributing to that remarkable gathering of the Art and Industry of all Nations. Among them was a model of the new Mevagissey drift and fishing-boat by TREGINZA, and of a seine boat by LELEAN, of Mevagissey; while SEMMENS and THOMAS, of Penzance, also carried off a Medal for their specimen of one of the admirable Mount's Bay fishing-boats.

Upwards of 150 varieties of fish are caught on the coast of Cornwall. Of these the pilchard and mackarel are the most important.—St. Ives, Megavissey, Penzance, and Falmouth, are the districts in which the pilchard fishery is conducted on the largest scale with seines and drift nets; over an extent of about 250 miles of coast. Pilchard seines in different parts of Cornwall vary in size and mode of working, according to the depth of water, strength of tide, and habits of the fishermen.

A complete Mevagissey line, including 2 large boats, each 40 feet long by 10 feet wide, and 4½ feet deep, and a small boat; together with a Stop seine 1,200 feet long by 84 feet deep, and Tuck seine 480 feet long by 84 feet deep, with warps, grapnels, &c., costs about 800*l.*, and is worked by 16 men and 2 boys. The men's wages are

from 8s. to 9s. a-week, and one-fourth of the value of the fish caught. Drift-boats vary from 5 to 20 tons burthen, and fish with a large or a smaller number of nets, say 20 nets (cost about 6*l.* each), each net being 18 to 20 fathoms long by 5 to 6 fathoms deep.

Local consumption is rarely above 15 millions of pilchards at 1s. to 1s. 3*d.* per 126 fish. It is supposed that a railway through Cornwall would raise the consumption of fresh pilchards to 50 millions. There were exported in 1850 to Italy, 25,530 hhd.

each hogshead containing 2,500 to 3,000 pilchards, or a total of 71½ millions of fish, price 44s. to 60s. 6*d.* per hogshead. The exports to Italy were thus distributed:—Naples, 10,008 hhd.; Venice, 4,720; Livorno, 4,298; Ancona, 2,524; Genoa, 1,515; Trieste, 1,155; Civita Vecchia, 1,102 hhd. A hogshead of pilchards weighs 476 lbs. English, gross. From 10 to 12 millions of pilchards is the largest quantity on record, enclosed by one seine in five minutes, and afterwards safely landed.

ST. IVES DISTRICT.

STATIONS.	Boats.	Fishermen and Boys.	Coopers.	Packers.	Labourers.	Total Employed.	Fish-curers
Salcombe - - - -	12	24	-	12	-	36	-
Hope Cove - - - -	24	48	-	24	-	72	-
Yealmton - - - -	16	32	-	16	-	48	-
Plymouth - - - -	84	280	2	70	30	382	1
Cawsand - - - -	39	154	1	60	8	223	-
East and West Looe - - - -	14	30	-	28	-	58	-
Polperro - - - -	30	65	1	60	5	131	16
Powey - - - -	8	16	-	-	-	16	-
Polkerris - - - -	5	12	-	-	-	12	-
Charleston - - - -	3	8	-	-	16	8	10
Mevagissey - - - -	80	195	2	100	-	313	-
Gorran Haven - - - -	10	25	-	10	-	35	-
Gerrans - - - -	10	25	-	10	-	35	-
St. Mawes - - - -	15	40	-	15	-	55	-
Falmouth - - - -	28	70	-	26	-	96	-
Helford - - - -	13	30	-	15	-	45	-
Porthalla - - - -	4	8	-	-	-	8	-
Porthoustock - - - -	8	16	-	4	-	20	-
Coverack Cove - - - -	2	4	-	-	-	4	-
Cadgewith - - - -	2	4	-	-	-	4	-
Lizard Cove - - - -	3	6	-	3	-	9	-
Mullion Cove - - - -	5	12	-	5	-	17	-
Gunwallo Cove - - - -	4	10	-	4	-	14	-
Porthleven - - - -	46	184	1	90	6	281	-
St. Michaels Mount - - - -	9	22	-	10	-	32	-
Penzance - - - -	14	37	-	28	-	65	-
Newlyn - - - -	124	650	4	450	12	1,116	8
Moushole - - - -	79	425	4	370	10	809	45
Penbeath Cove - - - -	4	8	-	5	-	13	-
Sennen Cove - - - -	18	54	-	30	-	84	-
Scilly Isles - - - -	70	170	1	90	-	261	-
St. Ives - - - -	82	328	5	170	12	515	9
Portreath - - - -	9	22	-	10	-	32	-
New Quay - - - -	14	31	-	14	-	45	-
Padstow - - - -	10	20	-	5	-	25	-
Port Isaac - - - -	42	168	1	60	5	234	-
Total - - - -	940	3,233	22	1,794	104	5,153	89

Mackarel is caught in drift nets and seines, and by hook and line. About six millions are caught annually on the coast of Cornwall. Prices vary from 4 to 24 fish for 1s.

A set of mackarel drift nets varies from 2,000 to 3,000 feet in length and 12 feet in depth. A Boulter or Spiller is a line 100

fathoms long with 100 hooks, which are of a larger size in the Boulter than on a Spiller.

It is supposed that upwards of 4,000 men are employed afloat in the Cornish fisheries. That the cost of the fishing establishments, or capital invested, exceeds 300,000*l.*; and the value of all the fish taken in the year,

about 150,000*l*. The total weight of fresh pilchards taken is 6,000 tons; of mackarel, 2,000 tons; of all other fish, 8,000 tons; total 16,000 tons. Besides a very large quantity of lobsters, crabs, crayfish, oysters, &c.

We have now to give some account of the distribution of the numbers of men employed in the above fisheries, and first we may premise, that the coast of England is divided for fishing purposes by the British Fishery Board in Edinburgh into nine districts, namely, North Sunderland, Scarborough, Yarmouth, London, St. Ives, Bristol, Liverpool, Isle of Man, and Whitehaven. We hope in future numbers to have a few words to say on each of these districts, for the present we must limit ourselves to the Cornish district, extending from Salcombe round the Land's End to Padstow and Port Isaac, a distance of about 200 miles (exclusive of the Scilly Isles) and of which St. Ives is considered the head quarters, and the residence of the agent of the Fishery Board; and it is to the courtesy of the Hon. BOUVERIE PRIMROSE, Secretary to that Board, that we are indebted for being enabled

to furnish the preceding statistics, prepared by Mr. JOHN MILLER, the intelligent General Inspector of Fisheries in Edinburgh.

It will be remarked in the list that the two small places Newlyn and Mousehole, within a couple of miles of each other, on the west side of Mount's Bay, have 203 boats belonging to them, or many more than any other two places in the district, and they employ 1,075 fishermen. Yet although their boats are some of the finest to be found around the coasts of the United Kingdom, they have only small pier harbours, dry at low water, to run for, which will not contain one half the boats that belong to them. Yet these are the men that we have to depend upon for manning our life-boats in the event of a wreck; and we cannot but think that a few thousand pounds laid out in providing for them the shelter enjoyed by more favoured harbours would be a boon well bestowed, and would entitle us with more justice to claim their services in the time of need. Let us not forget that it was at Looe Bar, within this very bay, that the *Anson*, of 44 guns, was wrecked in 1807, when upwards of 60 brave fellows met with a watery grave.

ON THE FORCE OF THE WIND.

In the Register of Wrecks, which always forms a portion of each number of this Journal, it will be observed that in addition to the direction of the wind, a column of figures is added to denote its force, by a scale, the 0 or zero of which signifies a calm, and 2 a hurricane.

The scale is that which has been adopted by the Admiralty at the recommendation of the Hydrographer, Rear Admiral Sir FRANCIS BEAUFORT, with the view to introduce greater precision in describing the force of the wind, instead of the loose terms moderate, fresh, or strong breeze. The following table will enable our readers readily to understand it:—

FIGURES TO DENOTE THE FORCE OF THE WIND.

0. Calm.		
1. Light Air	Just sufficient to give steerage way.	
2. Light Breezes	} With which a ship, with all sail set, and clean full, would go in smooth water.	(1 to 2 knots.
3. Gentle Breeze. . . .		3 to 4 "
4. Moderate Breeze		5 to 6 "
5. Fresh Breeze	} In which a ship could just carry in chase, full and by.	Royals, &c.
6. Strong Breeze		Single reefs and top-gallant sails.
7. Moderate Gale. . . .		Double reefs and jib, &c.
8. Fresh Gale		Triple reefs, &c.
9. Strong Gale. . . .		Close reefs and courses.
10. Whole Gale. . . .	In which she could just bear close-reefed main topsail and reefed foresail.	
11. Storm	Under storm staysails.	
12. Hurricane	Under bare poles.	

And we shall be gratified if all who are good enough to transmit accounts of wrecks either to the Harbour Department of the Admiralty or to the Shipwreck Institution, (a

favour which is earnestly requested, in the form given in the Wreck Register, p. 64,) will make use of the above scale to denote the force of the wind.

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

1852 JAN.	NAME.	Belonging to	Rig.	Tons.	Men.	From	Bound to	Cargo
4	Joseph	Lossiemouth	-	-	-	Ballahulish	-	Slate
8	Rambler	Gainsbro'	Sloop	-	-	Ipswich	Goole	-
9	Albion	Lerwick	Sloop	50	5	Bangor	-	Slate
„	Arendina	Pekela	Galliot	-	7	Ibraila	Londonderry	Maize
„	Herman	Antwerp	Galliot	85	5	Antwerp	Londonderry	Bark
14	Friendship	Sunderland	Sloop	-	-	Stockton	-	-
17	North Star	Lerwick	-	-	-	-	-	-
19	Spray	Newcastle	-	-	-	Newcastle	-	-
20	Emma	Belfast	Schooner	115	6	Liverpool	Londonderry	Coals &
21	Stag	Bangor	Smack	26	2	Bangor	Fleetwood	Slate
„	Venus	North Shields	-	-	-	London	North Shields	Ballast
„	William	Belfast	Schooner	56	6	Liverpool	Killibegs	General
23	Tinker	Perth	Iron Sloop	57	4	Newcastle	Leith	Coals
24	Leeds	-	-	-	-	Dublin	Liverpool	-
„	Mechanic	London	Barque	401	12	Hartlepool	London	Coals
25	A French vessel	-	-	90	-	-	-	Wheat
27	Ellen	Guernsey	Schooner	57	5	Newcastle	Dartmouth	Coals
„	Helechiena	Drefzyt	Galliot	80	5	Rouen	Pillan	Stone
„	John Toole	Liverpool	-	-	-	New Orleans	Liverpool	-
29	Sampson	Belfast	Schooner	101	5	Glasgow	Londonderry	Coals
FEB.								
1	General Murray	-	-	-	-	Hartlepool	Fécamp	-
„	Hebe	Gothenburgh	Barque	274	13	Newcastle	Malta	Coals
„	Reforme	Fécamp	Chasse Marée	59	-	Shields	Fécamp	Coals & A
2	Marq. of Stafford	-	-	-	-	Liverpool	Macduff	-
3	Sibsons	Blyth	Brig	216	9	Shields	London	Coals
„	Lady Anne	Inverness	Schooner	58	4	Goole	Sunderland	Salt
„	Mary	Dundee	Sloop	75	4	London	Newburgh	Guano
4	John Paley	Preston	Schooner	85	5	Newcastle	Nantes	Coals
?	Orlando	Sunderland	Barque	600	11	Demerara	Glasgow	Sugar
„	Unknown	-	-	860	-	-	-	-
„	Swift	Penzance	Schooner	-	-	Hartlepool	Jersey	Coals
„	Johns	Newcastle	Sloop	-	-	Kirkcaldy	Hull	-
5	Content	Newcastle	Screw	240	9	Newcastle	London	Coals
6	Olympus	-	-	-	-	Chinsha Is.	Penzance	-
„	Elizabeth & Ann.	Aberystwith	Schooner	107	7	Liverpool	Limerick	Coals
8	Königen Eliz. Louise	Dantzic	Ship	470	16	Dantzic	Liverpool	Timber
9	Astrea	Whitehaven	Brig	141	-	Whitehaven	Dublin	Coals
?	Fife Packet	St. Andrews	Sloop	43	3	St. Andrews	Newcastle	Turnips
„	Hope	Arbroath	Schooner	57	4	Arbroath	Newcastle	Potatoes,
„	Daring	Salcombe	-	93	7	Glasgow	St. Croix	Coals, &c
10	Resolution	-	Brig	-	-	-	-	Coals
„	William & Mary	Sunderland	Sloop	59	4	Port Dundas	Sunderland	Iron
„	West Lothian	Bo'ness	chooner	144	9	Glasgow	Rio Janeiro	General
„	Emma	-	-	-	-	Hartlepool	Exeter	Coals
11	Heiress	Exeter	Schooner	85	5	Newcastle	Teignmouth	Coals
„	Isabella	Cork	Brigantine	150	-	Cardiff	Liverpool	Coals
„	Eliza	Milford	Schooner	92	6	Liverpool	Limerick	Coals
12	Pickwick	Liverpool	Barque	386	-	Liverpool	Valparaiso	General
„	Waterloo	Hull	Ship	391	-	Shields	New York	-
„	Juliana	Nevin	Sloop	37	4	Carnarvon	Ayr	Slates
13	Mary Ann	Sunderland	Schooner	46	3	Newcastle	Culross	Whitenin
„	Sarah Jane	Wexford	Schooner	59	6	Dublin	Wexford	Ballast
„	Eliza	Newry	Barque	308	15	Troon	Newry	Coals
14	Margaret	Alnwick	Smack	36	3	Liverpool	Wicklow	Sugar
„	Sisters	-	Sloop	-	-	Liverpool	Dublin	Coals
„	Antarctic	New York	Ship	-	-	Liverpool	New York	Passenger
„	Mary Ann	Carrickfergus	Brig	206	8	Newcastle	Limerick	Coals
15	Mary Jane	New Ross	Schooner	94	6	Chester	New Ross	Coals
16	Hope	Brixham	Schooner	120	6	Antwerp	Belfast	Linseed
„	Shamrock	Liverpool	-	87	4	Glasgow	Londonderry	Coals

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

SHIPS OF THE UNITED KINGDOM, FOR THE YEAR 1852.
 LOST; STRANDED and DAMAGED so as to require to DISCHARGE CARGO.

Nature of Casualty.	Wind.		Lives Lost.	SITE OF WRECK—CREW HOW SAVED—REMARKS, &c.
	Force.	Direction.		
unded	8	W.S.W.	1	Hopeman, Aberdeen.
undered	-	-	-	Near the Dudgeon, off the Humber. Bulwarks washed away, filled and sunk.
nk	10	N.N.E.	-	Lerwick. Contact with wharf, filled; since raised and repaired.
al Wreck	10	NN.W.	-	Lough Foyle. Drove from anchors; crew saved by shore boats.
al Wreck	10	N.W.	-	Ballinoy, Antrim. Dismasted, parted cable, and drove ashore.
unded	-	-	-	Tynemouth rocks.
nt	-	-	-	Balta Sound, Shetland. Caught fire whilst master and crew were on shore.
undered	-	-	-	Gravesend Reach. Collision with Royal Victoria.
unded	11	N.W.	-	Portrush, N. coast of Ireland.
undered	10	S. to W.	-	Off Piel, Morecambe Bay. Crew saved by a steamer's boat.
sing	-	-	-	Left London on the 6th of January. Not heard of since.
unded	11	S.W.	-	Rathlin Island, Ireland. Driven on shore.
undered	10	S.W.	-	Frith of Forth. Sprung a leak. Crew picked up by Catherine of Montrose.
andoned	-	-	-	Off Point Lynas, Anglesea. Crew and passengers taken off by the Empire State.
unded	7	S.S.W.	-	Smithwick Sand, Bridlington Bay.
al Wreck	10	S.W.	6	Guernsey, Rocks at West End. All drowned.
unded	9	S.E.	-	Studland Bay, Dorset. Got off and into Poole.
unded	8	S.	-	Dungeness. Ran on shore to save lives.
al Wreck	-	-	12	Arran Islands, Galway Bay. All drowned.
unded	-	S.W.	-	Rathlin Island. Leaky; ran on shore to save life.
unded	-	-	-	Corton Beach. Got into Lowestoft, leaky.
unded	9	S.W.	-	On the Varne, Straits of Dover.
unded	-	-	-	Corton Beach. Afterwards taken into Lowestoft.
al Wreck	-	-	-	Salachan Point, Fort William. Cargo washed out.
andoned	9	W.	-	East of Souter Point, Durham. In a sinking state; crew saved.
undered	5	N.W.	-	Off Flambro' Head. In contact with Brig "Curlew."
unded	6	S.	-	Got into Dundee, very leaky and discharged.
al Wreck	9	W.	-	Ore Stone, Torbay.
al Wreck	-	-	-	Coast of Barra. Abandoned and went on rocks; crew landed at Barra.
andoned	-	-	-	Passed off Scilly, dismasted and with decks swept.
undered	-	-	-	Near the Dudgeon, off the Humber.
sing	-	-	4	Left Kirkcaldy Feb. 2. Not heard of since.
anted	6	W.byS.	-	On the Gunfleet Sand. Taken into Harwich, leaky.
unded	-	-	-	Penzance. Grounded on running for the pier, much damaged.
undered	10	N.N.E.	-	Fishguard. Foundered, but afterwards driven high on the beach.
unded	7	W.S.W.	-	Stornoway. On a rock at Arnish Point, partly discharged, and got off leaky.
lision	9	NN.W.	-	Kingstown. Ran into pier, stove in bow, started decks and otherwise damaged.
unded	-	-	-	Holy Island. Got into Berwick with damaged cargo.
unded	-	-	-	Shields, on Herd sand. Crew saved by Shields Life-Boat.
unded	10	N.byE.	-	Downing's Bay, Donegal.
lision	-	-	-	In the Thames, off Northfleet. Contact with the steamer Harbinger, crew saved.
unded	9	N.N.E.	-	Blyth. Crew taken off in a coble, by officer of Coast-Guard and fishermen.
unded	10	NN.W.	-	Belfast Lough. Crew saved with difficulty, by Groomsport pilot-boats.
unded	-	-	-	Bill of Portland. Got into Weymouth, leaky, after throwing over part cargo.
unded	10	SWtoW	-	Back of Isle of Wight, much damaged.
lision	-	-	-	Crew saved in ship's boat. Vessel taken into Beaumaris, by steamer.
al Wreck	4	S.W.	-	Deg Rocks, Bearhaven.
lision	8	S.W.	-	Off Holyhead. Run into by the Chimera; picked up, and taken into Liverpool.
undered	10	S.	-	Off the Start. Run into by a foreign barque; crew saved.
unded	6	S.W.	-	Dumdrum Bay, Ireland.
unded	6	S.S.E.	-	Dumbar.
al Wreck	-	N.W.	-	Maiden Rock, Dalkey Sound.
undered	-	-	-	Near Pladda. Contact with the Glenorchy; crew saved on board the latter.
unded	6	E.	-	Wicklow Bar. Cargo damaged.
andoned	-	-	-	Off Ormshead. Towed into Liverpool; crew saved in their own boat.
unded	-	-	-	Blackwater Bank, Wexford. Got off, after throwing over part of cargo.
unded	10	W.S.W.	-	Skerry Rocks, Stromness. Got off, after throwing over half of cargo.
undered	-	-	-	Collision with a ship. Irish Sea.
undered	9	W.NW	-	Collision with the Jacobus. 20 miles off St. Alban's; crew saved by Jacobus.
lision	9	W.S.W.	-	Port Rush. Run into by the Thistle steamer, and went ashore.

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

NORTH DEVON HUMANE SOCIETY.

BIDEFORD or Barnstaple Bay lies on the north coast of Devonshire, just within Lundy Island at the entrance of the Bristol Channel. From the high projecting cliffs of Hartland Point, which rise 330 feet above the sea, a wide and deep bay extends to the eastward for 19 miles, as far as Morte Point. A strong and dangerous indraft sets into this bay, and its influence is felt six miles to seaward, so that in unsettled weather no vessel should approach the land within the limits of a line connecting the above two points unless bound over Barnstaple Bar, or into Clovelly pier; for the frequent sudden changes to N.W., which succeed the S.W. gales, would expose a vessel to great risk of being driven ashore, it being impossible to claw off the land on the flood tide, or to obtain the slightest shelter while the wind blows from W.N.W. round northwards to N.E.

The danger attending these sudden shifts of wind may be forcibly exemplified by the lamentable loss of the *Weasel* sloop of war, commanded by the Hon. HENRY GREY, on the night of the 11th of January, 1799. On that day she was riding at anchor about a mile west from the bar, being then stationed on this part of the coast, with the wind blowing a fresh gale from the southward. A Bideford vessel, commanded by a Captain GROSSARD, in the course of the day beat in over the bar, and in passing, closed the *Weasel*, and hailed her commander, telling him that his position was dangerous, and begging him to cross the bar and go into the harbour. The answer was that the *Weasel* was riding quite safely. In the night the gale suddenly veered round to the N.W., and in attempting to beat out of the bay, the *Weasel* struck near Baggy Point, went to pieces almost immediately, and every person on board perished, 120 officers and men, and one woman.

These sudden shifts of wind have also produced much lamentable loss of life among the fishermen at Clovelly, a large fishing station nine miles to the westward of the bar within the bay. In October, 1819, 8 lives were lost; in November, 1821, 30 lives; and in 1838, 21 lives.

The dangerous indraft into the bay, likewise, will be exemplified by a circumstance but little known, which might have been of serious consequence. The *Great Western* steamship, on her first return voyage from New York to Bristol, was pushing on, as her commander and pilot thought, outside Lundy, in very thick weather, when suddenly she was found to be among breakers. The vessel was brought round immediately, with her head to the north-west, when the weather shortly clearing, it was found that she had passed between Lundy and Hartland Point, and, gradually drawn in by the current, had almost run on shore a little to the north of Barnstaple Bar, the first land she had made since crossing the Atlantic.

The entrance to the rivers Taw and Torridge, leading to the three populous towns of Barnstaple, Bideford, and Appledore, besides some large villages and watering places, as Instow and others, situated on the banks of these rivers, lies in the bight of the bay, and is obstructed by a bar having only a depth over it of $4\frac{1}{2}$ feet at low water springs, but with a 23-foot rise on ordinary, and 29 feet on extraordinary, spring-tides. Owing to the indraft above mentioned, and the bar being only accessible for large vessels from half-flood to half-ebb, wrecks frequently occur; but in consequence of the erection of Braunton leading lights, which were judiciously placed by the Trinity Board in 1820, on the north side of the entrance, the number of wrecks has been greatly diminished, and through the instrumentality of the life-boats that have been established the loss of life on these occasions has of late years been comparatively rare.

Life-Boat, No. 1, stationed at Appledore. —At about the period the lighthouses were built, public attention and sympathy were strongly excited by the frequent wrecks and fearful loss of life that had taken place within the bay. The distance of the bar from the shore and the exposed situation of the whole beach, being open to the Atlantic, preventing the possibility of assistance being rendered by ordinary boats, in very bad weather, suggested the necessity of a life-boat, and in August, 1824, an appeal was

made to the National Shipwreck Institution, which had then been recently established in London. The request was at once acceded to, and a small boat ordered to be built by PLENTY, of Newbury, Berks, and she reached her station at the latter end of February, 1825, and was placed in a barn, within the harbour, close to the King's Watch House.

This boat, which is called No. 1, or the *Volunteer*, by the North Devon Association, is 17 feet long, $6\frac{1}{2}$ feet wide, $2\frac{3}{4}$ feet deep, weighs 20 cwt., and is pulled by 4 oars, or occasionally 5 oars, single banked. The boat, like others built by PLENTY, is sheathed with cork on the bottom, well secured, and thoroughly varnished, so that it has resisted the wear and tear of a quarter of a century. The boat has air-cases built into her sides, so as to be almost a double boat, with small internal capacity; has no scuppers to free herself of water, only two $1\frac{1}{2}$ inch plug-holes, but owing to her triangular form inside, and the absence of the wash-strake, she rolls most of the water out that comes in; she would not self-right in the event of being upset, which, from her form, is a highly improbable accident to happen to her; she has the character of being "slow but sure," and truly enough this small boat has proved her value, having been the means of saving 80 lives during the last 27 years. There is no difficulty in manning the boat, as there are always plenty of sailors and pilots at Appledore ready to go off, and the Local Committee ensure the crew a reward for their services.

The *Volunteer's* first service was on the 11th of September, 1829. After that service she was taken from the barn, and placed for greater convenience in the King's Watch House. A proposition was made at this time by some individuals to build a boat-house, and a small sum of money was collected for this object; public attention was thus called to the matter, and a meeting of the gentlemen, merchants, and shipowners, of the towns of Bideford, Barnstable, and Appledore, was held in the village of Northam, on the 20th of June, 1831, "to take into consideration the most effectual means of rendering the life-boat serviceable in cases of shipwreck; defraying the expenses attending the same; and for raising a fund to

reward those who are instrumental in saving lives on such occasions."

At this meeting the North Devon Humane Society was established; Lord ROLLE was appointed Patron, A S. WILLETT, Esq., President, and T. BURNARD, Esq., Hon. Sec. The Society at once proceeded to erect a boat-house, and to provide a carriage for the life-boat, with which it was not originally furnished.

This life-boat house, a stone building erected in 1831, is 34 feet long, 16 feet broad, and the door $8\frac{1}{4}$ feet wide by $8\frac{1}{4}$ feet high; and the boat stands on a truck or carriage having 4 wheels, of about 3 feet in diameter. The boat-house is situated at a place called Watertown, in the parish of Northam, within a few yards of high-water mark, and two cables' length from low water within the harbour; but from the open sea, across the Northam Burrows, the distance is one mile; and one and a half miles to low-water mark in that direction. The site of this boat-house was selected by a majority of 8 out of 11 pilots and masters of vessels; the distance from the usual place of wreck is however now felt to be a great drawback, and in consequence it has been proposed to build a new boat-house close to the sea-beach at Northam, towards the expense of which the National Shipwreck Institution granted 30*l.* in July, 1851, but the boat-house has not as yet been erected, owing to a legal difficulty in building it upon a public common. It is very desirable that this difficulty should be got over, and a boat-house built on the proposed site.

The *Volunteer*, as already mentioned, has rendered good services. On the 11th Sept., 1829, she rescued the crew and passengers of the packet-sloop *Daniel*, of Bristol, and in two trips brought on shore 12 men, for which service the silver medal of the National Shipwreck Institution was awarded to OWEN SMITH, WILLIAM BRINKSMED, and PHILIP GUY. On the 24th November, 1833, she rescued 4 men from No. 2 life-boat, which had been upset in going to the wreck of the *Mary Ann*, of Exeter, stranded on the Northam Burrows. On the 17th Dec., 1833, in company with life-boat No. 2, she rescued the master and crew of the ship *Elizabeth*, of Liverpool, when 18 persons were brought

on shore, 8 of them by this boat. On this occasion silver medals were voted to THOMAS BURNARD, THOMAS CHAPPELL, and THOMAS TUCKFIELD. On the 16th January, 1836, she saved 4 men, the crew of the sloop *Lovely Peggy*, of Cardigan. On the 30th January, 1836, she saved 8 men, the crew of the brig *Erato*, of Cork. On the 29th Nov., 1836, she brought on shore 6 men, the crew of the schooner *Henrietta*, of Plymouth, for which service a silver medal was voted to THOMAS DAY. On this occasion the boat had unguardedly gone alongside the wreck, when the vessel took a heavy lurch to leeward, and forced the boat with her crew and passengers under water; but on the ship righting, the boat rose to the surface, rolled the water out, and brought her cargo safely to land. On the 15th January, 1843, she saved in two trips 15 men, the crew of the barque *Albert Edward*, of Galway. On the 14 Feb., 1845 she saved 3 men, the crew of the *John and Mary*, of Appledore. On the 23rd Dec., 1845, in company with boat No. 2, she brought on shore 8 out of the 16, the whole crew, rescued from the barque *Ness*, of Bristol, for which service a medal was granted to JOSHUA WILLIAMS. On the 23rd March, 1850, she saved 4 men from the wreck of the brig *Dasher*, of St. Ives. Besides these services, she went out to the assistance of the *Ella*, of Cork, on the 3rd January, 1846, when not being able to board her, she saved the vessel, and, in all human probability, the lives of 8 men, her crew, by leading them safely over the bar.

Life-Boat, No. 2, stationed at Braunton. —In August 1831, immediately after the formation of the North Devon Society, an application was received from Lord ROLLE, the Patron, for a life-boat of larger dimensions than No. 1. To this request the Shipwreck Institution, deeming Bideford Bay to be an important station, immediately acceded, and a boat was ordered to be built by HARTON, of Limehouse, after a design by Mr. GEORGE PALMER; and on the 27th Dec. this boat reached Bideford, and was placed in the boat-house with No. 1. This boat is clench built, 26 feet long, 6 feet

wide, 3 feet deep, weighs 20 cwt., pulls 6 oars single banked, has detached air-cases along the sides, as high as the thwarts, and at each end, to the height of the gunwale; is light for transporting along shore, and has the character of pulling well.

In consequence of the loss of six men out of seven composing the crew of the schooner *Allion*, of Brixham, which struck on the north side of the bar on the 23rd December, 1845, the Society determined, at a meeting held 1st Dec., 1846, to station this boat, named the *Assistance*, on the north side, as on the above melancholy occasion it was found impracticable to render help in time from Appledore. At the same meeting a boat-house was ordered to be provided to receive the *Assistance* on the Braunton Sands, and the boat was removed to her new resting-place in the summer of 1848.

The boat-house is of wood and stands above a mile to the north of the Braunton lighthouses, close to high-water, and about half a mile from low-water in the harbour; it is 36 feet long, 16 feet broad, and the door 13 feet wide by 9 feet high; the boat rests on a truck about 2 feet from the ground, and the carriage has 4 wheels of about 3 feet diameter each. A crew can be readily obtained among the pilots or seamen of Braunton or Appledore.

This boat, as well as No. 1 at Appledore, has proved herself serviceable on several occasions. On the 6th March, 1833, she rescued nine persons, the master and crew of the brig *Delabole*, of Barnstable, at considerable risk, at day-break, and during a heavy gale of wind at North. On this occasion a silver medal was voted to WILLIAM CHAPPELL. On the 24th Nov., 1833, this boat went off to the assistance of the brig *Mary Ann*, of Exeter, wrecked on the Northam Burrows in a gale at W.S.W. This vessel struck and filled in the night, and the crew are supposed to have been drowned in attempting to reach the shore in their boats. Her topmasts were seen in the morning, and the *Assistance* was sent out in the hope that some of the crew might be lashed in the rigging; on coming near the wreck, and not seeing any appearance of men on the masts, the boat returned on shore. A

second crew, thinking, notwithstanding the report of the first crew, there might be still some persons in the rigging, went off in the boat to the wreck, three of whom lashed themselves to the thwarts; while lying to just to windward and surveying the wreck, a heavy sea struck the boat and turned her, it is supposed, end over end. Two of the men lashed to the thwarts were drowned, whilst a third, who was also under the boat, kept himself in the space above water upon the reversed thwarts within the bottom of the boat, and was taken out alive when the boat drove on shore, bottom up, about half an hour after. Of the rest of the crew one was thrown out and unfortunately drowned when the boat turned over; the other four men got up outside on the keel of the boat, whence they were taken off by the *Volunteer* life-boat, which was sent to their rescue. It will be observed in this lamentable accident that the air-cases in the extremes and along the sides of the boat, caused her to float so high out of the water when keel up, that there was space between the water inside and the keelson of the boat for a man to breathe, through the plug holes in the bottom, and thus one of the crew was saved. Similiar cases of saving life have occurred elsewhere on the coast. Had the air-cases in the head and stern sheets been raised to a good height and slightly rounded, so as to have served as pivots on which the boat might have turned, the chances are the boat would have righted herself directly. The extreme imprudence of the practice of men securing themselves to the thwarts by lashings cannot be too strongly reprobated.

Notwithstanding the above sad accident, it appears that on the wreck of the ship *Elizabeth*, of Liverpool, on the Northam Burrows, in a violent storm from N.W., on the 17th Dec., 1833, this boat went off, and, in company with No. 1, saved 18 persons, 10 of whom were landed in this boat. And on the 23rd Dec., 1845, she saved, in company with the *Volunteer*, 8 of the crew of the barque *Ness*, of Bristol. The North Devon Humane Society have thus the gratification of reflecting, that the two boats in the course of the last 27 years have been the means of saving 107 persons out of 11

vessels wrecked on the shores of Bideford Bay.

Life-Boat, No. 3, stationed at Appledore.—The necessity of possessing a third life-boat, of larger dimensions than the other two, forced itself upon the attention of the North Devon Society as early as 1834; this was more strongly felt after Oct. 17, 1843, when the *Volunteer* failed to reach the wreck of the brig *Ganges*, of Sunderland, and a crew of 10 men were nearly lost in consequence. Local subscriptions were freely given, and a sum of 125*l.* raised, and in May 1846, an application was made to the Shipwreck Institution, with a request that a suitable life-boat might be ordered. In reply, the Local Committee were informed that THOMPSON, of Rotherhithe, well known as a builder of paddle-box boats on the diagonal principle, had recently built a life-boat for the Admiralty to be stationed at Harwich, which was said to be approved of. In May 1847, the Local Committee authorized the building a boat by THOMPSON, which was ordered forthwith, and reached Appledore in October of the same year, and was placed in the Life-Boat House at Watertown.

This boat, named the *Petrel*, is 30-feet long, 7½-feet wide, 3½-feet deep, and pulls 10 oars double banked. She is of mahogany, diagonal built, has rather a rising floor, air-cases along the sides built into the boat, and in the head and stern sheets. On being sent to the assistance of the *Bideford* schooner, of Bideford, on the 29th Feb. 1848, she got waterlogged and failed; on being tried to go off to the wreck of the brig *Dasher*, March 23rd, 1850, this boat was found too heavy to be propelled by 10 oars against a head sea, and again filling with water, showed a want of proper buoyancy. In August 1850, she was sent back to the builder, when he increased her buoyancy by adding a sheathing of cork to her bottom, made some other alterations, and returned her to her station in Jan. 1851. Hitherto this boat has not rendered any service.

These three boats, then, and a rocket station at Appledore, supplied with 11 3-pounder rockets, by Dennett, and a Manby's mortar at Clovelly, form the whole of the means at present existing in this bay for

affording aid to shipwrecked mariners. If the boats were efficient, the number would be ample; but looking at the importance of the position, and the large traffic to and from Barnstaple, Bideford, and Appledore, amounting to 200,000 tons yearly, passing in and out over the bar, we are of opinion that two of the boats at least should be replaced by more efficient life-boats, and that the boats should be more frequently exercised than has hitherto been the case, to ensure their efficiency upon any sudden emergency. On this subject we annex a letter by the Rev. I. H. GOSSET, chairman of the North Devon Society, addressed to the zealous Honorary Secretary, THOMAS B. CHANTER, Esq., which places in a clear point of view the importance of the station and its requirements.

Northam, 20 April, 1852.

SIR,—In answer to your letter, requesting me to communicate to you my opinion as to the effective or non-effective state of our Life-Boat Establishment, I have the following observations to make:—

Since my appointment, in 1850, to the office of Chairman, I have naturally been led to turn my attention to this very question, how far our Life-Boat Station is adequately equipped to prevent the occurrence of a grievous and calamitous loss of life, in the event of any serious shipwreck on the shores of our bay.

We have hitherto had the good fortune to have only comparatively small numbers of persons needing rescue at the same time. A crew of 18 men is, I believe, the largest number we have ever been called upon to take off a wreck in one day. To meet such an emergency as this, I think we may consider that we are tolerably well prepared. But when I endeavour to realize to myself what might happen any day (and the Committee have great reason for thankfulness that it has not already happened); when I imagine to myself an emigrant or troop-ship stranded on our shores, and think of the many lives that would probably fall a sacrifice, owing to the want of better and more capacious boats, I must confess I cannot for a moment entertain the idea that our establishment is in an effective state, or that it is sufficient to meet any probable emergency.

What is more probable than for an emigrant ship from Bristol to get dismasted in a gale of wind at the entrance of the Bristol Channel, and to be driven ashore in our bay? Nor is it impossible that a ship of this description from Liverpool might be found in the same unhappy position, for you know well that the largest ship ever stranded on our coast, of late years, was a dismasted vessel bound out from Liverpool, laden with salt. It might as well have been laden with emigrants. You must be fully aware that we could not successfully cope with the wreck of a vessel with several hundred persons on board. The few available hours of light, during a winter's day, would soon be gone, ere half, or even a quarter, of the lives were saved; and so rapid is the work of destruction on our shores in bad weather, that, in all probability, those left on board would perish before another day dawned upon them. We have to contend with a rapid tide and strong head-wind; we need therefore, for pulling, buoyant, yet capacious boats. We have to contend with a heavy surf; there is consequently here, as elsewhere, the danger of a boat capsizing; we need, therefore, boats that will right themselves when upset. Now, when I remind you that our first and smallest boat, the favourite one with the volunteers, only rows four or five oars, and cannot always get to a wreck for want of power, when it has to stem both wind and tide; that our second boat has already capsized once, and, that owing to not righting itself, and thus drowning some of her crew, the volunteers have little confidence in her; that our third and largest boat will not right herself on being turned over, as we have discovered by experiment; and, though a good rowing boat, does not possess the confidence of the volunteers, owing to her having at first failed from want of buoyancy, which has I hope been since added to her; when I remind you of these facts, you must agree with me that we require three boats of the size of our third boat, but of lighter construction, if possible, possessing the highly necessary quality of righting themselves, and such as the boatmen could feel confidence in.

I look upon it as a very grievous thing to

have to stand by, and see men volunteer to man our boats, when we have ourselves no confidence in their safety.

The impulse of a generous heart urges on the hardy and courageous mariners to man the boats, in order to go to the rescue of their shipwrecked brethren. The good wishes, the whispered prayers, and the approving exclamations of the bystanders go with them. Meanwhile, what can we do but tremble, in heart if not openly, lest some catastrophe should befall these brave fellows. Must not the thought at such a time arise within us, why should such a heavy weight of responsibility rest upon private individuals? Must not we feel that the provision of suitable and efficient life-boats, on the shores of our country, ought to be a national responsibility, not one resting upon private individuals? I only wonder that we have the moral courage to undertake such a responsibility. It is all very well as long as we meet with no disasters, but, depend upon it, it would be found a grievous and heavy charge upon us, if any calamity should happen, owing to the insufficiency of our Life-Boat Establishment.

My own feeling is, that the Government of the country should be responsible for the provision and maintenance of all the proper appliances for saving life: boats, boat-houses, &c., as well as rockets and mortars. The Institution in London and the Local Societies would then have their work amply sufficient for them, in remunerating the volunteers with money and medals. Under any circumstances I do trust that we may, from some quarter or another, obtain two effective and safe boats; without these I shall always live in dread of some melancholy catastrophe happening either to shipwrecked folk or to our volunteers.

I may as well, perhaps, just refer to the necessity which seems to me to exist for some regular rocket practice, at least once a-year, that there may be no failures, should the rockets be needed for use among our cliffs and rocks, where life-boats are useless.

The volunteers need also more effective life-belts; some that we had, as you may remember, turned out on trial, though I be-

lieve they came from head quarters, utterly worthless, as they would not float a man in smooth water, much less save his life in a heavy surf.

I fear I have left many points untouched, but I have only a very brief space of time in which to answer your letter; I only trust that what I have stated may tend to the benefit of our Society, and of Local Associations in general, for the preservation of life from shipwreck.

I am, &c., I. H. GOSSET,
*Chairman of the North Devon
Humane Society.*

There can be little doubt, after reading the above letter, and seeing the frequency of wrecks in this bay, that two or more efficient life boats of the best construction should be stationed here without loss of time. It appears from a list of wrecks transmitted by the Chairman, prepared by Mr. BURT, the active and intelligent officer of Customs at Appledore, who has long exerted himself in the good cause, that during the last forty years not less than 75 vessels have been wrecked in Bideford Bay, the greater part of them in the immediate neighbourhood of the bar. We regret that the list has reached us too late to print it in the present number, as it is one of the most disastrous and telling records it has ever fallen to our lot to inspect. In the years 1819-20, prior to the establishment of the first life-boat, against 4 wrecks it is written ALL LOST; again in 1833 against 3 of the 6 wrecks is recorded ALL LOST. Even as late as in the year 1843, and again in 1846, 8 vessels were wrecked in this bay. We repeat then that efficient life-boats must be placed here and the crews regularly exercised; as the best boats that can be built, unless properly handled, are of no avail.

Other means also for communicating with a vessel stranded under the cliffs should be adopted; the mortar lines at Clovelly are untrustworthy from age, they have broken repeatedly, and are spliced in several places. Besides which, the mortar apparatus is too heavy for transport; it should be replaced by rockets, which should also be stationed at Hartland Quay, 10 miles to the westward,

and at Morte Point, on the eastern part of the bay, or at the nearest available spot.

The North Devon Humane Society has "done what it could," but how is it supported? Its whole income is 30*l.* a-year, and this in a large and influential county. Yet with this small income, and occasional donations, the Society has erected 2 boat-houses, built carriages, maintained their boats, rewarded the men who have gone off to wrecks, and subscribed 120*l.* towards a new life-boat. And they have the high gratification of being able to reflect that the boats they have supported, have been the means—under Providence—of saving 107 fellow-creatures from a watery grave. They have set a good example, which we trust will be followed elsewhere by residents on the coast, and have established a fair claim for assistance from others, having done their best to help themselves.

HOLDERS OF LLOYD'S MEDALS.

Cambridge, 1 May 1852.

SIR,—In the narrative of the lamentable wreck of the *New Commercial* at the Brissons, Cornwall, given in the April number of the *Life-Boat Journal*, it is stated by mistake that I am the "only living officer" on whom the silver medal of Lloyd's has been conferred.

By the courtesy of Captain HALSTED, R.N., Secretary to Lloyd's, I am enabled to send you a list of several of my late brother officers in the Coast-guard, who have received that distinction, and who, if not literally "rowing in the same boat," have done so to an equally practical purpose; and I shall be obliged if you will allow me the privilege of correcting the mistake by inserting their names in the next number of the Journal.

I am, &c.,

GEORGE DAVIES, *Captain, R.N.*

To the Editor.

Most willingly do we afford Captain Davies the space he asks, especially as, like a good tactician, who knows how to turn a defeat into an advantage, so does he seize the occasion of a trifling mistake to place in

prominent relief the good services of his brother officers. It has also been pointed out by Captain HALSTED, that the medal awarded to Captain DAVIES was solely for his gallant conduct at the Brissons, not for that "conjointly with other services," as we had stated.

In a Journal like the present, in which the information almost always comes from a distance, when the accounts are occasionally gleaned from local newspapers, and often conflicting, it must be expected that errors will creep in. We can only, then, beg the forbearance of our readers and request them to point out the mistakes they may notice; and if, as in the present case, they can enable us to put on record the name of an additional individual who has exerted himself in the preservation of life from shipwreck, it will be so much gained to the cause. Notices of those who have so distinguished themselves as the late Sir WILLIAM HILLARY, GRACE DARLING, &c., would appropriately find a place in these columns, and ere long we trust to make room for such; for the present we must limit ourselves to the names of those naval officers now living who have obtained an Honorary Silver Medal from Lloyd's.

We regret not to have space to add the gallant services—and gallant they are in the fullest sense of the word—for which both Lloyd's Medal and the Medal of the Shipwreck Institution have been conferred on these officers, but they shall assuredly have ample room in the next number of this Journal. Their names are as follows:—

Lieut. G. S. BRITAIN, R.N.	14 March 1838
Lieut. J. BOTHERY, R.N.	20 June, 1838
Mr. H. J. SCLATER, R.N.	30 March 1842
Lieut. W. VICARY, R.N.	29 March 1843
Lieut. J. BULLEY, R.N.	29 March 1843
Lieut. H. TROLLOPE, R.N.	26 March 1848
Lieut. W. GOULD, R.N.	10 Sept. 1848
Capt. G. DAVIES, R.N.	19 March 1851

COMMUNICATIONS RECEIVED.

Tees Bay Life-Boat Society.—Wreck at Innis-Irrir, Donegal, in 1823.—Biographical notice of Sir W. HILLARY, Bart.—Services of Naval Officers, the Holders of Lloyd's Honorary Silver Medal.

Published by CHARLES KNIGHT, 90 Fleet Street; to be had also at the Office of the SHIPWRECK INSTITUTION, 20 John Street, Adelphi, and of all Booksellers.