

THE LIFE - BOAT,

OR

JOURNAL OF THE NATIONAL SHIPWRECK INSTITUTION.

No. 5.]

1ST JULY, 1852.

[PRICE 1½D.

SELF-DEVOTEDNESS OF SAILORS.

THERE is no part of the task which in conducting this publication we have imposed on ourselves, from which we anticipate more satisfaction than the relation of acts of self-devotion and gallantry exhibited by the mariners on our sea-coasts; and although we may not often have an opportunity for placing before our readers a narrative of such stirring interest as that of the wreck on the Brissons Rocks, at the Land's End, recorded in the April number of this Journal, yet there is little doubt but that we shall frequently be able to bring before their notice deeds which shall be well calculated to excite their interest and engage their sympathy.

And a useful and improving thing it would doubtless be, if we were to contemplate, oftener than we are apt to do, the virtues which so frequently adorn the walks of humble life. Jewels they are, which, though often roughly set, may yet be of the purest water,—flowers of brightest hue, though “born to blush unseen.”

One of the most beautiful and affecting tales with which the sacred Scriptures abound, and which has enlisted the sympathies of every generation of Christians, is that of the good Samaritan, selected by our Saviour as an illustration of the duty of man to his neighbour. And if this simple act of self-denial and generosity, exerted by the good Samaritan towards a suffering fellow-creature who accidentally crossed his path, was considered by the Judge of human conduct as an act of virtue worthy of being

held up for the admiration and ensample of mankind, we may fairly consider cases sought out at great personal risk, even to loss of life, as worthy of being recorded; and of such a character are many of those deeds brought to light in the rescue of the shipwrecked mariner.

The opportunity does not often occur to us of performing such great acts of self-devotion as the risking our life to save that of our fellow-creature, and we are little apt to seek out such occasions. If we entertain kind feelings towards those about us,—act justly in our dealings with others,—give of our superfluity to the poor,—and pass not by on the other side if one needing our help be placed in our way,—we are apt to think we have done all that is expected of us as regards our duty towards our neighbour. If, however, we may not think ourselves personally called upon to do more, we may yet admire and assist those who do, even though they be of a class which we may be apt to think lightly of as formed in an inferior mould to our own. And it is amongst that class we shall find enacted such deeds of practical Christianity as those we allude to. Are we sure that under similar circumstances we should be ready to do the like?

The better to appreciate such acts, let us suppose a situation in which any of us might be placed. The night is cold and dark; the wintry blast is howling through the trees, and the rain or snow is beating against our windows; our wife and children are asleep, and as we compose ourselves to slumber on our bed of down, the comfort of

our situation enhances in our imagination the horrors of the scene without! We are suddenly disturbed by a knocking at the door and earnestly entreated to get up and face the inclemency of the night to rescue a neighbour from an attack of robbers or to save his house from the flames. Can we feel certain that we should readily obey the call,—that no fears of danger or illness might suggest to us an excuse, and induce us to turn a deaf ear to the request?

Yet what is the case with the hardy seaman on our coast? In his humble dwelling he, too, hears the howling wind and beating rain, and in addition the lashing and roaring of the waves, to the dangers of which he is not the less fully alive because familiar with them. He is suddenly aroused from sleep by the cry of "a wreck!" His clothes are soon around him and his door behind him; the night has no terrors for him; no fears of illness or danger divert him from his purpose; he lingers not to reflect that a few moments more and his wife may be a widow and his children orphans; he hesitates not to consider that the sea is high and his boat is frail,—that if she be upset certain death awaits him; his soul is filled with a noble impulse,—he hears but the cry of distress,—his boat is manned,—he has soon pushed from the shore; if he succeed he has the approval of his conscience and of his friends,—if he perish he is lamented by them; but whether he perish or succeed, his gallantry and self-devotion are known perhaps to few beyond the little circle in which he moves. Yet shall we say that his deed has not been as noble as any of which mankind is capable.

Reader! you may not be called on to perform such great acts, but you can, at least, appreciate them in those who are, and can do something towards their encouragement and assistance.

Having thus endeavoured to direct attention to and place in what we consider their proper light, the merits of this class of human actions, we shall proceed to illustrate them by relating from time to time as they occur the plain unvarnished account of such cases of self-devotion and of acts proceeding from a sense of duty as come within our

knowledge. For the present we have selected the wreck of the *Friendsbury*; not that we suppose there may not be many equally deserving cases, but this instance happens to have occurred almost under our own eyes, and to be a case precisely in point.

On the 27th of January, 1852, at about two o'clock in the morning, the schooner *Friendsbury*, of Shields, laden with coals; was driven on shore within a short distance of the beach, about two miles south of Aldborough, on the coast of Suffolk. The vessel was presently seen by a coast-guard man on duty at the spot, who at once proceeded to Aldborough and called up the fishermen and such of the coast-guard as were at hand. The wind was blowing strong from the S.S.W. at the time; there was a heavy surf on the beach, and the night was dark.

A considerable number of persons had speedily assembled, and a fine galley was soon manned, her oars being double-banked, by the following eleven men;—JAMES JAGO, CHARLES KNIGHT, ROBERT LAWSON, coast-guardsmen; THOMAS CABLE, WILLIAM ELLINGFORD, WILLIAM RIGGS, HENRY TAYLOR, CHARLES PALLANT, JONATHAN SALMON, WILLIAM WOODROW, CHARLES FRENCH, fishermen.

After having made repeated attempts, with the assistance of the other persons on the beach, to get the boat off, and she having been as often beaten back by the sea and drifted to leeward, she was finally upset and the whole of the crew thrown out of her.

A horse having been then procured and attached to another and smaller boat, she was dragged a distance of two miles along the beach to the spot abreast of which the vessel lay, accompanied by the coast-guard and about thirty of the fishermen of Aldborough.

The sea was breaking over the vessel, and although she was not far from the beach, yet the danger of going off to her was imminent, since from the heaviness of the surf the drawback (as it is called) was so great, that had the boat been upset it would have been impossible for her crew to have swam through it to the beach, and the risk was

still further increased by the darkness of the night, which would have prevented their being seen by the persons on shore, who could not, therefore, have rendered assistance by throwing them lines.

They were not, however, daunted, and five men, viz., THOMAS CABLE (who had been already thrown out of the galley), JOHN TAYLOR, WILLIAM GREEN, GEORGE WARD, and GEORGE CABLE, having manned the boat, were assisted off by the remainder on the shore, and they succeeded in reaching the vessel and in bringing the whole of her crew of six men in safety to the land.

We consider this transaction worthy of record, not solely from the act of courage exhibited by the men who saved the shipwrecked crew and by those who made the unsuccessful attempts to do so, but also as it shows the good feeling by which all who were present were influenced, and their steady perseverance until they had obtained success. Some forty or more persons, all we believe in the same humble station in life, and unostentatious by those whom they might be supposed to look up to, of their own accord get out of bed in the middle of night, with the sole view of rendering assistance to their fellow-creatures in distress; they make various efforts which fail, but they persevere; and their perseverance is ultimately rewarded by success.

~~~~~

SIR WILLIAM HILLARY, BART.

AMONG those men distinguished in the annals of their country for their exertions in the cause of humanity in saving life from shipwreck, the name of Sir WILLIAM HILLARY must always claim a foremost place, not only as having personally assisted at saving 305 lives, but especially as the original proposer and one of the first founders of the National Shipwreck Institution. And it is an imperative duty on those who are endeavouring to tread in his steps, as well as a grateful task, to place on record in the pages of the *Life-Boat Journal* a memoir, however brief, of one who laboured so long and so zealously in the cause.

Passing at once over the earlier years of his life, we learn that while a young man

Mr. HILLARY spent two years in Italy as equerry to the late Duke of SUSSEX during the wars of the French Consulate, and among other youthful adventures he coasted round the Islands of Sicily and Malta in an open boat, having always had a great love for the sea. When at Malta he formed an intimate acquaintance with Baron HOMPESEH, the last Grand Master of the Order of the Knights of St. John of Jerusalem, where he became connected with that illustrious Order. Returning to England he married and settled in Essex, at Danbury Place (now the episcopal Palace of the See of Rochester), and in 1803, on the renewal of the war with France, he raised, and for many years commanded in person, on exposed parts of the coast, the 1st Essex legion of Infantry and Cavalry, amounting to 1,400 men, the largest force then offered by any private individual for the defence of the country. He expended in this cause upwards of 20,000*l.* of his patrimony, and in consideration of this and other services the dignity of a Baronet of the United Kingdom was conferred upon him in 1805 by KING GEORGE the THIRD.

About the year 1808, owing to the loss of large West India property, Sir WILLIAM left Essex and settled at Fort Anne, a beautiful spot near Douglas, in the Isle of Man, commanding a magnificent view over the Irish Sea, and looking down directly upon the entrance of the harbour. It was during his residence here that he witnessed some of those numerous wrecks, and was present at several of those harrowing scenes, that working upon a generous and humane disposition, led him to turn his thoughts towards devising a remedy for an evil of such fearful magnitude. It is probable that the wrecks of the Government cutter, the *Vigilant*, and some other vessels in Douglas Bay, in which Sir WILLIAM HILLARY personally assisted in saving life, and the total wreck of H. M. brig *Racehorse*, on Langness Point, in the Isle of Man, all of which occurred in the year 1822, were the more immediate causes which roused his energetic mind to place the whole subject of shipwrecks before his countrymen, and boldly appeal to them whether they would quietly look on and see hundreds of their fellow-creatures annually

perish on the shores of the United Kingdom, when the means of rescue were within their reach.

This appeal to the nation, published in February, 1823, was warmly responded to; it struck a sympathetic chord in the hearts of too many to permit of the subject being any longer overlooked; it met with the especial support of its best and most persevering friends, Mr. THOMAS WILSON, then one of the representatives in Parliament for the City of London, and the late Mr. GEORGE HIBBERT, an eminent West India merchant, who was returned M.P. for Seaford in two successive Parliaments; and by means of their extensive influence, a public meeting was convened at the London Tavern on the 4th March, 1824, which was numerously attended. It was most appropriately presided over by Dr. MANNERS SUTTON, then Archbishop of Canterbury, who thus gave the sanction of the Church to this effort in the cause of humanity, when the Royal National Institution for the Preservation of Life from Shipwreck was founded and established on a permanent basis.

That must have been a proud day for Sir WILLIAM HILLARY. To find the cause he had long silently worked for, publicly and eloquently advocated in the metropolis of the kingdom by various influential men, including among them the ever-to-be revered name of WILLIAM WILBERFORCE, was a triumph he might justly boast of, and it must have excited a deep feeling of thankfulness in his heart that his long-cherished object had at length been brought into action.

Returning to the Isle of Man, he occupied himself in establishing a district Association, which was formed in the year 1826, with Sir WILLIAM as President, in which office he was warmly supported by the Lieutenant-Governor, and other officers of the island. The first life-boat, built by PLENTY of Newbury, and presented by the Parent Institution, was stationed in Douglas Bay. In the following year a life-boat was placed at Castletown; in 1828 one at Peel; and in 1829 a boat, built at Douglas, was stationed at Ramsey. Thus the four chief harbours of the island were provided with life-boats;

they were also supplied by Government with MANBY'S mortar apparatus, and by the Shipwreck Institution with one set of TREN-GROUSE'S rocket apparatus for communicating by line with a stranded vessel.

It was high time that the coasts of that island were guarded by life-boats, as wrecks continued to be fearfully frequent. In a recent Parliamentary Report, it is stated that in the 25 years between 1821 and 1846, not less than 144 wrecks occurred in the Isle of Man, that 172 lives were lost, while the value of property destroyed was estimated at a quarter of a million of money! In the year 1825 the *City of Glasgow* steamer was stranded in Douglas Bay, when Sir WILLIAM HILLARY, backed by his veteran coxswain ISAAC VONDY, assisted in saving the lives of 62 persons; in the same year they saved 11 men from the *Leopard* brig, and 9 from the sloop *Fancy*, which became a total wreck. In December, 1827, accompanied by his son, the present Baronet, Sir WILLIAM aided in saving 17 men from the Swedish barque *Fortroindet*, which became a total wreck on *St. Mary's rock*, in Douglas Bay; in the year 1830 he saved 7 men from the sloop *Eclipse*, which became a total wreck, 5 from the sloop *Fancy*, and 9 from the sloop *Anne*, a total wreck on the Pollock rock; but the crowning mercy of this year was the saving 22 men, the whole crew of the mail steamer *St. George*, which on the 20th November drove from her anchors in a S.S.E. gale and became a total wreck on *St. Mary's rock*. On this occasion Sir WILLIAM was washed overboard among the wreck, and was with difficulty saved, having had six ribs fractured and being otherwise much hurt. Lieut. ROBINSON, R.N., Mr. WILLIAM CORLETT, and, as usual, ISAAC VONDY, pilot and coxswain, shared the danger in this perilous exploit, for which two gold and two silver medals were deservedly awarded by the Parent Institution.

Nothing daunted by the sufferings he had undergone, we find this gallant man, now 63 years of age, foremost at the wrecks of the schooner *Mary* and the brig *Erin* in 1831, and in the following year at the rescue of the crew of the *Parkfield*, a large Liverpool ship, stranded in a S.E. gale in Douglas

Bay, from which 54 men were saved by the life-boat. This was, we believe, the last occasion on which Sir WILLIAM personally assisted at a wreck, although as President of the Local Association he continued his countenance and support to the exertions of others, among whom the name of Captain QUAYLE is conspicuous as having earned two silver medals. In the course of 16 years the Parent Institution voted 5 gold medals, 12 silver medals, and a sum of about 160*l.* in rewards for distinguished services in saving 305 lives from shipwreck on the shores of the Isle of Man; a proof both of the frequency of wrecks in this island and of the gallant conduct of the Manxmen.

Another labour of love was the planning a tower of refuge on St. Mary's, or Conister rock, in Douglas Bay, the foundation stone of which was laid by Sir WILLIAM, assisted by Archdeacon PHILPOT, on St. George's day, 1832, and carried out by public subscription, towards which Sir WILLIAM contributed most liberally. These rocks are covered by the sea at high water, but now the tower affords a sure refuge to any shipwrecked mariner who may unfortunately be cast away upon them.

But the works which chiefly occupied the latter years of his life were the establishment of a *Sailor's Home* at Douglas, the seeking the removal of the Harbour dues, which, in his opinion, were the cause of many of the wrecks, and the advocacy of the improvement of the harbours of the island generally, and especially the construction of a harbour of refuge in Douglas Bay. Having been an eye-witness of the loss of life and destruction of property caused by the frequent wrecks of shipping in southeasterly gales, he naturally looked for a remedy for such disasters, and the erection of a breakwater in the Bay presented itself as the most obvious one. A constant resident on the spot for 30 years, he must have been aware that the loss of property incurred by the four wrecks of the *City of Glasgow* steamer, the *Fortroindet* Swedish ship, the mail steam-packet *St George*, and the Liverpool ship *Parkfield*, all wrecked within seven years (to say nothing of the many smaller craft), was estimated at

25,000*l.*, a sum that would amply suffice to build a breakwater pier, to extend from the Two-Gun battery into 18 feet at low water, or 40 feet at high water spring tides; and although he has not lived to see it, the measure he advocated, sooner or later, will be carried out. What has been denied to the cause of humanity will have to be conceded to national policy.

Our limits warn us that this topic and many others that engaged the pen of Sir WILLIAM (as the great importance of the fisheries of the island, which, besides 400 stranger boats and 90 smacks, employ 600 native boats, manned by 3,800 men and boys, producing 80,000*l.* a-year), can only be briefly adverted to. He was the author of a pamphlet on the "Naval Ascendancy of Great Britain," "On the Christian Occupation of the Holy Land," and of a "Letter to the Shipping Interests of Liverpool on Steam Life and Pilot Boats," in which he repeated a valuable suggestion that he had made as early as the year 1825. But the last public act of his life was to preside at a meeting held at Douglas, in March, 1845, to memorialize the Government in favour of a harbour of refuge in Douglas Bay, at a time when his health was so precarious that he was carried from his residence at Fort Anne to the Court-House in a chair. A few months later, on an official visit to the island of a member of the Tidal Harbours' Commission, Sir WILLIAM evinced the deepest interest in his inquiries, supplied him with valuable data relative to wrecks, and urged on him the paramount necessity of improving all the harbours in the island. Enfeebled in body yet vigorous in mind, Sir WILLIAM sunk to rest on Tuesday, the 5th January, 1847, at the advanced age of 78, and was buried in the churchyard at Douglas, followed to the grave by crowds who had been eye-witnesses of his heroism and self-devotion in saving the life of the shipwrecked mariner.

Sir WILLIAM HILLARY left a son and daughter;—Sir AUGUSTUS, the present Baronet, who has a silver medal for services in the boat with his father at the wreck of the *Fortroindet* in 1827, and a daughter, married

to Captain PRESTON, who has a large family, one of whom is serving his country in the Royal Navy. Both the above gentlemen are members of the Parent Committee of Management.

The questions will naturally arise, what has been done to perpetuate the memory of the projector of the National Shipwreck Institution? and in what state are the Isle of Man life-boats? It is grievous to be obliged to record that hardly a vestige of them exists, and what may remain is quite unfit for use. Such, alas! is poor human nature; the ruling spirit that animated and gave life to all around him has departed, and all is fallen to the ground. But surely it is not too late to repair an error, and we believe we have full authority to state that a life-boat, of the most improved construction, to bear the respected name of Sir WILLIAM HILLARY, will be immediately built by the Parent Institution, and be forwarded to Douglas before the equinoxial gales shall strew the shores of its Bay with wrecks. And we feel satisfied that the residents of the Isle of Man will organize a life-boat's crew and maintain the boat in an efficient state ready for immediate service, in grateful remembrance of the labours of one who assisted in saving 300 lives in Douglas Bay, and who always had the welfare of the island at heart.

#### WRECK OF THE ST. GEORGE, 1830.

On Friday evening, the 29th of November, 1830, the *St. George*, a first-class steamer, commanded by Lieut. TUDOR, R.N., arrived at Douglas, Isle of Man, with the mail from Liverpool, and anchored in the bay. The night was stormy, with heavy gusts of wind from the S.W., which towards morning came round to the S.E., blowing direct in, and soon increased to a tremendous storm. About 5 A.M. the chain cable of the *St. George* gave way, when she began to drive in between the Pollock and St. Mary's (or Conister), two equally dangerous rocks under her lee.

The steam had been kept up all night, with the men at their stations; but the vessel was so near to the rocks, and the

force of the waves so overwhelming, that in attempting to back her out she struck violently upon St. Mary's, immediately filled, and settled down forward, with her head to the land, lying nearly broadside to the most rugged part of that fatal rock, from which few vessels that once strike ever escape.

Lieut. TUDOR immediately ordered the foremast to be cut away, with the view of forming a raft, by means of which the people might gain the rock, and from thence, though covered at high water, he hoped when the day dawned they might be rescued off the lee-side by boats from the shore; but this was found impracticable. Signals of distress were also made.

Sir WM. HILLARY, receiving speedy intimation of her danger, proceeded to the pier, and immediately put off in the life-boat, accompanied by Lieut. ROBERT ROBINSON, R.N., Mr. WM. CORLETT, agent to the *St. George's* Company, his coxswain ISAAC VONDY, and a volunteer crew of 14 boatmen. On approaching the *St. George* the anchor of the life-boat was let go to windward, and by veering down upon the wreck, an attempt was made to take off the people from the weather quarter; but the surf was found to be so violent as to render that plan impracticable. It was therefore resolved, at a hazards, to back the boat in between the *St. George* and the rocks, when Lieut. TUDOR, with the self-devotedness of a British seaman, entreated of them not to attempt his rescue by means which he found would be attended with inevitable destruction. It was, however, persevered in, and with great difficulty accomplished; but the sea inside rolled so heavily, that the boat was in danger of being instantly demolished. Her rudder was beaten off, 6 out of her 10 oars broken or lost, some of her air-tight cases and her upper works much injured, and Sir WM. HILLARY, Mr. CORLETT, and two boatmen washed overboard. Mr. CORLETT and the two men were fortunately soon got into the boat; but Sir WM. HILLARY, being unable to swim, providentially seized a rope which hung from the vessel's side, by which he supported himself in the waves until Lieut. TUDOR, assisted by Lieut. ROBIN-

SON, who had gained the wreck with much difficulty, got him also on board, considerably bruised and hurt.

From the disabled state of the boat and the loss of the oars, it became impossible to take off the people and extricate themselves, by hauling up to her anchor to windward, as was originally intended. All passage to leeward was obstructed by the rigging of the mast, which had now been cut away. Thus hemmed in between the wreck and St. Mary's rock, on which the surf broke tremendously, the situation of the crews of the *St. George*, and of the life-boat alongside, remained for nearly two hours equally critical and perilous.

At length, by much labour and hazard to the men employed, the rigging of the fallen mast was cut away by means of knives, and an axe which fortunately was in the boat.

As the tide rose the sea increased, and every wave now swept the decks of the *St. George*, and nearly buried the life-boat; it therefore became requisite to make a last effort to extricate themselves from a situation, where longer to have remained must have proved fatal to all. The crew of the *St. George* consisted of 22 persons; that of the life-boat of 18. They were all got into the boat. The water was baled out by buckets obtained from the vessel; the remaining oars manned. The boat was then cast off, and the cable veered away; but she struck violently on the low ridge of rock, filled, and striking again, was at length, by the violence of the breakers, washed over the reef, the people holding on by ropes. The cable was then cut, and the sea coming round the bow of the *St. George*, drove the boat broadside on upon the sheltered side of St. Mary's, being thus, through a merciful providence, delivered from the awful situation in which they had been so long placed.

They then proceeded for the shore, about a quarter of a mile distant. They were met by two boats, which had put off and approached them under shelter of the lee of the rock, one boat relieving them from some of the people; the other, brought out by Lieut. SLEIGH, R.N., promptly gave a tow-line to the life-boat, and assisted her in

making the beach, which she reached in a shattered condition, but saving all her crew.

The steamer went to pieces where she struck, a loss to the owners of 12,000*l.* The Shipwreck Institution awarded for this gallant service a gold medal each to Sir WM. HILLARY and to Lieut. ROBINSON; a silver medal each to Mr. CORLETT and ISAAC VONDY, coxswain; and 2*l.* to the boat's crew. The *St. George's* Packet Company also gave the crew 50*l.* for their praiseworthy exertions on this occasion.

#### GALE OF 25<sup>TH</sup> AND 26<sup>TH</sup> SEPT., 1851.

SOME record, although brief, of our heaviest storms may prove useful for reference at some future day, when the whole subject of shipwreck comes to be inquired into, as sooner or later it must. The disastrous gale of September last, which will long be remembered, especially on the north-eastern portion of our coasts, appears to have sprung up at N.N.E., and to have veered round to S.E. and S.S.E., at which points the gale was in its strength, and the greatest damage was done. Did our limits permit, it would be a subject of much interest to trace the progress of the storm, and to note the state of the barometer at the several stations along the coast, which, from the excellent return of the Board of Northern Lights to the Admiralty, we have the means of doing; but time and space forbid more than a mere indication which may serve to call the attention of others. As usual in an easterly gale, the mercury did not fall low. At Sumburghhead, the north point of the Shetland Isles, at 9 P.M. on the 26th September, the mercury stood at 29°·80, which was the lowest at that station. At the Isle of May, in the Frith of Forth, it fell no lower than 29°·60, and it was the same at Ramsgate. Thus it will be seen the barometer gave little warning; yet on the east coast 78 vessels were wrecked; between Hartlepool and Redcar, including the entrance of the Tees, in a distance of 10 miles, 18 vessels were wrecked; in all 112 vessels. As far as can be ascertained, 70 lives were lost.

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

| 1852<br>FEB. | NAME.              | Belonging to    | Rig.         | Tons. | Men. | From              | Bound to     | Cargo.         |
|--------------|--------------------|-----------------|--------------|-------|------|-------------------|--------------|----------------|
| 16           | Harmony - -        | Londonderry -   | Sloop - -    | 34    | 4    | Runcorn - -       | Rumelton -   | Coals & Salt - |
| „            | Maria Emilia -     | Naples - -      | Brig - -     | 250   | 15   | Liverpool -       | Naples - -   | General - -    |
| 17           | Ann Falcon - -     | Workington -    | Brigantine   | 108   | 5    | Limerick -        | Glasgow -    | Oats - -       |
| „            | Mary - - -         | Penzance - -    | Schooner -   | -     | 5    | Cardiff - -       | Penzance -   | - - -          |
| „            | William - - -      | Limekilns - -   | Sloop - -    | 36    | 3    | Glasgow - -       | Lowestoft -  | Cast-iron -    |
| 18           | Prince Albert      | Malta - - -     | Brig - - -   | 213   | 10   | Glasgow - -       | Trieste - -  | Coals & Iron   |
| „            | Hope - - -         | Brixham - - -   | Schooner -   | 120   | 6    | Antwerp - -       | Belfast - -  | Linseed - -    |
| „            | Eiche - - -        | Wolgast - - -   | Schooner -   | -     | -    | Stettin - -       | Cette - - -  | Timber - -     |
| „            | Glenroy - - -      | Liverpool - -   | Brigantine   | 162   | 8    | Cardiff - -       | Liverpool -  | Coals - - -    |
| „            | Providence - -     | Newcastle - -   | Snow - - -   | 268   | 9    | Liverpool -       | N. Shields - | Salt - - -     |
| 19           | Rival - - -        | - - -           | - - -        | -     | -    | Seaham - -        | London - -   | - - -          |
| 20           | Polly - - -        | Shields - - -   | Brig - - -   | 270   | -    | - - -             | London - -   | Coals - - -    |
| „            | Adèle - - -        | Sables d'Olonne | Brig - - -   | 112   | 7    | Cette - - -       | St. Valery - | Wine, &c. -    |
| „            | Ely - - -          | Newport - - -   | Schooner -   | 120   | 5    | Newport - -       | Hayle - - -  | - - -          |
| 21           | Mary - - -         | Newcastle - -   | Brig - - -   | 218   | 8    | Shields - -       | London - -   | Coals - - -    |
| 22           | Speed - - -        | Memel - - -     | Schooner -   | 135   | 7    | Memel - - -       | Brancaster - | Oil-cake - -   |
| 23           | Pizarro - - -      | Laurvig - - -   | Brig - - -   | 130   | -    | Gefle - - -       | Hull - - -   | Deals & Iron   |
| „            | New Leeds - -      | Colchester - -  | Brig - - -   | -     | -    | Sunderland -      | London - -   | - - -          |
| „            | Eagle - - -        | Wivenhoe - -    | Smack - - -  | 33    | 5    | - - -             | Colchester - | Coals - - -    |
| 24           | Margaret - - -     | Amlwch - - -    | Smack - - -  | 36    | 3    | Liverpool -       | Wicklow - -  | Corn & Sugar   |
| 25           | Thetis - - -       | Yarmouth - -    | Schooner -   | 60    | 4    | Liverpool -       | Waterford -  | Salt - - -     |
| „            | Hendrina - - -     | Veendam - - -   | Koff - - -   | 109   | 5    | Rotterdam -       | Belfast - -  | Linseed - -    |
| „            | Vier Geschwester   | Hanover - - -   | Koff - - -   | 70    | 4    | Hanover - -       | London - -   | Oats - - -     |
| 26           | Friends - - -      | Brixham - - -   | - - -        | -     | -    | Liverpool -       | Plymouth -   | - - -          |
| „            | Kirby - - -        | Liverpool - -   | Schooner -   | 52    | 3    | Liverpool -       | Wicklow - -  | Corn - - -     |
| 27           | Firefly - - -      | Dundee - - -    | Schooner -   | 59    | 4    | Easdale - -       | Dundee - -   | Slates - - -   |
| 28           | Pandora - - -      | Whitehaven - -  | - - -        | -     | -    | Dublin - - -      | - - -        | - - -          |
| „            | Water Witch - -    | Whitby - - -    | Brig - - -   | 223   | 8    | Middlesbro'       | London - -   | Coals - - -    |
| „            | Eleanor - - -      | Sunderland - -  | Schooner -   | 57    | 3    | Sunderland -      | Lossiemouth  | Coals - - -    |
| „            | Nelly - - -        | Montrose - - -  | Sloop - - -  | 47    | 4    | Alloa - - -       | Montrose -   | Coals - - -    |
| „            | Zeldenrust - -     | Sappermeen - -  | Galliot - -  | 63    | 4    | Bo'ness - -       | Harburg - -  | Iron - - -     |
| „            | Queen of the Isles | Leith - - -     | Schooner -   | 140   | 9    | Leith - - -       | Shetland - - | General - -    |
| MAR.         |                    |                 |              |       |      |                   |              |                |
| 4            | John Hawkes - -    | Swansea - - -   | Brig - - -   | 173   | 7    | Liverpool -       | Waterford -  | Salt - - -     |
| 5            | Maria - - -        | Branderburgh -  | Schooner -   | 75    | 5    | Liverpool -       | Newcastle -  | Salt - - -     |
| 7            | Sally - - -        | Ipswich - - -   | Smack - - -  | 25    | 2    | - - -             | - - -        | Cement Stone   |
| 8            | Jane - - -         | Maryport - - -  | Schooner -   | -     | -    | Ibraila - - -     | - - -        | - - -          |
| 10           | Iö - - -           | Dundee - - -    | Brig - - -   | 205   | 9    | Galatz - - -      | Dundalk - -  | Maize - - -    |
| 11           | Nelson - - -       | Boston - - -    | - - -        | -     | -    | The Tyne - -      | London - -   | - - -          |
| „            | William - - -      | Port Madoc - -  | Schooner -   | 90    | -    | Port Madoc -      | Hamburgh -   | Slates - - -   |
| 13           | Rival - - -        | Wisbeach - - -  | Sloop - - -  | 58    | -    | Gainsboro' -      | London - -   | Stone - - -    |
| 19           | Incertus - - -     | Sunderland - -  | Sloop - - -  | 31    | 2    | Sunderland -      | Leith - - -  | Coals - - -    |
| „            | Reynard - - -      | Gloucester - -  | Schooner -   | 70    | 6    | Nantes - - -      | Belfast - -  | Flour - - -    |
| 21           | Ann's Resolution   | Shields - - -   | Brig - - -   | 157   | -    | - - -             | - - -        | Ballast - -    |
| „            | Nuovo Zelante - -  | Trieste - - -   | Brig - - -   | 211   | 10   | Galatz - - -      | Queenstown   | Maize - - -    |
| 23           | Amy - - -          | London - - -    | Barque - - - | 450   | 17   | Honduras - -      | Cork - - -   | Mahogany -     |
| „            | Hoffnung - - -     | Spelleroo - - - | Galliot - -  | 60    | 4    | Sunderland -      | Hamburgh -   | Iron, &c. -    |
| 24           | Welcome - - -      | Exmouth - - -   | Sloop - - -  | 25    | 2    | Babbicombe -      | Exmouth - -  | Stone - - -    |
| „            | Catherine - - -    | Glasgow - - -   | Ship - - -   | 678   | 24   | Liverpool -       | Montreal -   | General - -    |
| „            | Clio - - -         | Bo'ness - - -   | Sloop - - -  | 70    | 4    | Newcastle -       | Dublin - -   | General - -    |
| 26           | Abbey - - -        | Liverpool - -   | Schooner -   | 50    | 5    | Whitehaven -      | Saltney - -  | Iron-ore - -   |
| 27           | Active - - -       | Jersey - - -    | Cutter - - - | 45    | 4    | Sunderland -      | Jersey - - - | Coals - - -    |
| 29           | Jens Ruffen - - -  | Christiansund - | Schooner -   | -     | -    | Christiansund     | Fecamp - -   | Deals - - -    |
| 30           | Lydia - - -        | Dundee - - -    | Sloop - - -  | 49    | -    | Dundee - - -      | London - -   | Potatoes -     |
| „            | Sisters - - -      | Amlwch - - -    | Schooner -   | 58    | 5    | Barrow - - -      | Cardiff - -  | Iron-ore -     |
| 31           | Lark - - -         | Weymouth - - -  | Sloop - - -  | 15    | 2    | Newport, I. of W. | Weymouth -   | Cement - - -   |
| „            | Lark - - -         | Greenock - - -  | - - -        | -     | -    | Larne - - -       | - - -        | - - -          |
| APRIL        |                    |                 |              |       |      |                   |              |                |
| 2            | Daisy - - -        | Berwick - - -   | Sloop - - -  | 72    | 4    | Arklow - - -      | Newcastle -  | Sulphur - -    |
| 4            | Diadem - - -       | Newcastle - -   | - - -        | -     | -    | Newcastle -       | Montreal -   | - - -          |
| 5            | Anne Johanne - -   | Tonsberg - - -  | Brig - - -   | -     | -    | Lapsborg - -      | Oleron - - - | Deals - - -    |
| 6            | Concordia - - -    | Emden - - -     | Galliot - -  | 76    | 4    | Bo'ness - -       | Altona - - - | - - -          |

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



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

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

| No. | Nature of Casualty. | Wind.  |                 | Lives. Lost. | SITE OF WRECK—CREW HOW SAVED—REMARKS, &c.                                  |
|-----|---------------------|--------|-----------------|--------------|----------------------------------------------------------------------------|
|     |                     | Force. | Di-<br>rection. |              |                                                                            |
| 181 | Collision -         | 9      | W.S.W.          | -            | Port Rush. Run into by the "Thistle" and driven ashore.                    |
|     | Total Wreck         | 6      | N.W.            | -            | Dulas Rock, Point Lynas, Anglesea. Crew saved in ship's boats.             |
|     | Total Wreck         | 9      | N.W.            | 1            | Off Malin Head, Donegal. One man washed off a rock.                        |
|     | Total Wreck         | -      | -               | 5            | Off the Land's End, Cornwall.                                              |
|     | Stranded -          | -      | W.N.W.          | -            | Hasbro'. Got ashore on outer bank, and sunk.                               |
|     | Total Wreck         | 11     | N.N.W.          | -            | Boylagh Bay, the Rosses, Donegal.                                          |
|     | Collision -         | 9      | W.N.W.          | -            | Off St. Alban's Head. Contact with "Jacobus;" sunk off Isle of Wight.      |
|     | Capsized -          | -      | -               | 2            | Off Beachy Head. Remainder of crew taken to Jersey.                        |
|     | Collision -         | 6      | N.N.W.          | -            | Penarth Road, Cardiff. Contact with "Medora;" ran on beach, and sunk.      |
| 190 | Total Wreck         | 10     | N.              | 8            | South Gar, River Tees. Life-Boat went off, but was unsuccessful.           |
|     | Stranded -          | -      | -               | -            | Gunfleet Sand. Got into Sheerness with four feet water in hold.            |
|     | Total Wreck         | 6      | N.              | -            | West Barrow, entrance of Thames.                                           |
|     | Abandoned           | 6      | N.              | -            | 13 m. off Beachy Head. Contact with "Eclipse;" crew saved by "Eclipse."    |
|     | Stranded -          | -      | -               | -            | St. Ives. Got off much strained, and making much water.                    |
|     | Total Wreck         | 5      | W.N.W.          | -            | Whitby Rocks. Crew landed at Bridlington.                                  |
|     | Stranded -          | 8      | N.E.            | -            | Brancaster. Got off, after throwing overboard about 80 tons of cargo.      |
|     | Abandoned           | -      | -               | 3            | Picked up off Lowestoft, and towed into Harwich. Crew taken to Cuxhaven.   |
|     | Burnt -             | -      | -               | -            | 5 miles off Clay, north coast of Norfolk.                                  |
|     | Foundered -         | 9      | E.N.E.          | -            | Off Eastness. Contact with "Friend's Goodwill;" got up on 6th March.       |
|     | Stranded -          | 9      | E.              | -            | Wicklow Bar. Filled; cargo damaged.                                        |
| 200 | Stranded -          | -      | E.              | -            | South Shoals, Wexford. Cargo destroyed.                                    |
|     | Abandoned           | 6      | N.E.            | -            | On rocks near Rundlestone. Picked up off Scilly on the 28th.               |
|     | Total Wreck         | 7      | E.N.E.          | 3            | On West Barrow. All drowned but the mate.                                  |
|     | Abandoned -         | -      | -               | -            | Off the Skerries, having been in contact with a schooner.                  |
|     | Stranded -          | 6      | E.N.E.          | -            | Bar of Wicklow. Cargo damaged.                                             |
|     | Stranded -          | 10     | N.N.W.          | -            | Near Findhorn, Elgin. Much damaged.                                        |
|     | Stranded -          | -      | -               | -            | Port St. Mary's Bay, Isle of Man.                                          |
|     | Stranded -          | 6      | N.              | -            | Bridlington Bar. Hull much shaken.                                         |
|     | Stranded -          | 9      | N.              | -            | 1 mile S. of Frazerburg. Crew saved by rocket-line thrown by Coast-Guard.  |
| 210 | Stranded -          | 7      | N.              | -            | Rocks off Montrose.                                                        |
|     | Stranded -          | 7      | N.N.W.          | -            | Ross Sands, Holy Island. Sold, to be broken up.                            |
|     | Stranded -          | 10     | N.N.W.          | -            | Isle of Papa, Shetland. Got off on 21st of March.                          |
|     | Total Wreck         | -      | S.W.            | 2            | Kish Bank. Abandoned by crew; sunk in Dublin Bay, two pilots in her.       |
|     | Stranded -          | -      | S.W.            | -            | Sound of Kyle Rhea, Isle of Skye. Cargo lost, and much damaged.            |
|     | Foundered -         | -      | S.W.            | -            | Off Walton Naze, Essex.                                                    |
|     | Stranded -          | -      | -               | -            | Near Killala, Mayo, Ireland. Got into Ballina.                             |
|     | Stranded -          | -      | S.              | -            | On rocks off Carlingford Lighthouse. Assisted into Dundalk.                |
|     | Stranded -          | -      | -               | -            | N.E. end of Swin Middle. Part of cargo landed at Whitstable; crew saved.   |
|     | Stranded -          | 6      | E.              | -            | Mount's Bay, Cornwall, on a sunken ledge.                                  |
| 220 | Abandoned -         | 8      | N.N.E.          | -            | Off the Dudgeon, Humber, having sprung a leak.                             |
|     | Foundered -         | 6      | S.S.E.          | -            | Off Holy Island, having struck on the Plough Seat.                         |
|     | Abandoned -         | 10     | S.E.            | -            | Off Donaghadee. Found on beam ends, towed into the harbour; crew saved.    |
|     | Total Wreck         | 8      | S.S.E.          | -            | Rocks, north entrance of Shields. Crew saved by Life-Boat.                 |
|     | Total Wreck         | 6      | S.S.E.          | 6            | Turf Rocks, off Long Island, Co. Cork. Four lives saved by fishermen.      |
|     | Total Wreck         | 8      | S.S.E.          | 14           | Seven Heads, Kinsale. Three men saved by Coast Gd. hauling them up cliffs. |
|     | Foundered           | 2      | Variable        | -            | 12 miles east of Seaham, Durham. Sprang a leak.                            |
|     | Stranded -          | -      | S.W.            | -            | Mare Rocks, Exmouth.                                                       |
|     | Total Wreck         | -      | Variable        | -            | Splough Rock, Wexford.                                                     |
|     | Stranded -          | 3      | S.              | -            | On rocks at Huna, Caithness. Assisted into Stromness.                      |
| 230 | Burnt -             | 4      | W.              | -            | River Dee. Crew landed in ship's boat; master absent in Liverpool.         |
|     | Total Wreck         | -      | -               | -            | Sunken rock, Jersey.                                                       |
|     | Stranded -          | -      | S.W.            | -            | Scroby Sand, Great Yarmouth. Got into harbour; water-logged.               |
|     | Stranded -          | 7      | S.E.            | -            | North Beach, Great Yarmouth.                                               |
|     | Total Wreck         | 6      | S.W.            | -            | Marloes Sand, St. Bride's Bay. Crew saved in ship's boat.                  |
|     | Stranded -          | 9      | E.              | -            | Sands, entrance of Poole Harbour. Cargo thrown overboard.                  |
|     | Abandoned -         | -      | -               | -            | Caught fire 9 miles N.W. of Port Patrick, Scotland.                        |
|     | Stranded -          | -      | S.W.            | -            | Kyle Rhea Sound, Skye. Much damaged.                                       |
|     | Total Wreck         | -      | -               | -            | Duncansby Head, Pentland Frith.                                            |
|     | Stranded -          | -      | N.E.            | -            | Hasbro' Sand. Assisted into Yarmouth very leaky.                           |
| 240 | Foundered -         | 1      | N.W.            | -            | Bemer Rock, North Queensferry, Frith of Forth, after being foul of a brig. |

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

### HOLDERS OF LLOYD'S MEDALS.

WE gladly embrace the earliest opportunity of redeeming the pledge, given in the June number of this Journal, that the services of Naval Officers, now living, the holders of Lloyd's Honorary Medals, should have a page to themselves. It will be seen below that they are well entitled to it.

Lieutenant GEORGE S. BRITAIN, R.N., received the Honorary Silver Medal from Lloyd's for going off in the life-boat and saving the lives of 8 out of 10 of the crew of the brig *Middlesboro'*, wrecked near Whitby in a N.E. gale on the night of the 20th Dec., 1837, and "for other valuable services during a series of years." On the same occasion he received the Silver Medal of the Shipwreck Institution, having before saved 8 men from the brig *Ivanhoe*, under similar circumstances, on the 29th October, 1837. He also was voted the Gold Medal of the Institution for saving 9 men, the crew of the brig *Jupiter*, wrecked near Whitby in a heavy gale at north on the 29th October, 1838. This officer has likewise received the thanks on vellum of the Royal Humane Society, and the approbation of the Lords of the Admiralty; and further exerted himself in saving 5 persons from the brig *Mercury*, on the 11th December, 1845, by means of CARTE's rockets, when 6 men unfortunately perished in their vessel off Whitby. Lieut. BRITAIN possesses various testimonials for rescuing his fellow-creatures from shipwreck and the general protection of property in stranded vessels, during a period of revenue service of 21 years, 5 of which in command of the *Mermaid* cruizer on the north coast of England and Scotland, in which he picked up on the 8th January, 1849, 7 persons in a boat who had left their sinking vessel, the *Jane*, of Newcastle, off the Fern Islands.

Lieutenant JOHN ROTHERY, R.N., was voted the Honorary Medal of Lloyd's, on the 20th June, 1838, for going off with a crew of the Coast Guard to the rescue of the schooner *Agnes*, of Guernsey, stranded on Sidmouth beach on the 19th of May previous. He also received the Silver Medal of the Shipwreck Institution, for the same gallant service.

Mr. HUGH J. SCLATER, Master, R.N., was voted the Honorary Medal of Lloyd's, on the 30th March, 1842, for services rendered while Second Master of H.M.S. *Widgeon*, in assisting in saving the crew, 7 in number, of the brig *Minerva*, which became a total wreck near Calais, on the 6th March of that year. Mr. SCLATER also was promoted by the Admiralty for his gallant conduct on that occasion.

Lieut. W. VICARY, R.N., was voted the Silver Medal from Lloyd's on the 29th March, 1843, also the Gold Medal of the Shipwreck Institution, for his gallant conduct in the rescue, by means of DENNETT's rockets and boats, of 11 out of 13 of the crew of the brig *George*, of Sunderland, wrecked in a W.S.W. gale at Atherfield, in the Isle of Wight, on the 14th January, 1843. On this occasion Lieut. VICARY was Acting Inspecting-Commander, and in the first boat of the two to reach the wreck, taking off 6 of the 10 men left on it; for which services he received the thanks of the Lords Commissioners of the Admiralty. He also received the thanks of the Vice-Admiral of the Coast, the late Earl of YARBOROUGH, for extraordinary exertions at the wreck of the *Clarendon*, West Indiaman, lost in October, 1836, in a heavy gale at S.W. in Chale Bay, when only 2 lives out of the crew of 21 were saved. He also, in 1837, rescued 9 men from a dismasted and waterlogged Danish brig, off St. Lawrence, which he juryrigged and carried into Portsmouth. Commander, now Captain, M'HARDY, R.N., assisted on this occasion. Also in March, 1847, he rescued, by rushing into the surf, 5 of the crew of the Russian sloop *Perdoitus*, wrecked off Black Gang in a heavy S.W. gale, for which he received the thanks of the County Magistrates.

Lieut., now Commander JOHN BULLEY, R.N., was voted the Honorary Medal from Lloyd's on the 29th March, 1843, also the Gold Medal of the Shipwreck Institution, for his gallantry at the wreck of the brig *George* at Atherfield, on the 14th January, 1843, as already mentioned. He had previously received the Silver Medal of the Institution for saving the crew of a ship in Feb. 1838; also on occasion of the wreck

of the ship *Castor*, in Feb. 1841; and also an additional gold boat or clasp in Feb. 1848, for saving 15 men, the crew of the ship *Llanrumney*. All these vessels were wrecked near Atherfield, Isle of Wight.

Lieut. HENRY TROLLOPE, R. N., was voted the Honorary Medal from Lloyd's on the 26th March, 1845, "for his highly praiseworthy, humane, and persevering exertions in saving, at the imminent peril of his life, the crew of the bark *Orion*, of Scarborough, wrecked about 150 miles north of Ichaboe, on the West Coast of Africa, on the 21st July, 1844." Lieut. TROLLOPE was at this time serving in H.M.S. *Isis*, and was detached from his ship in a small pilot cutter, liberally lent for this purpose by the Messrs. BURNETT, Liverpool merchants, in search of the wreck. He was absent 21 days, one-half the time waiting opposite the wreck for an opportunity of landing through the surf; but at last his patience was rewarded, and he succeeded in rescuing 16 men, the whole of the crew of the *Orion*.

Lieut. W. GOULD, R.N., was voted Lloyd's Medal on the 10th Sept., 1845, for his gallantry in saving by boat 5 of the crew of the ship *Siam*, wrecked in Compton Bay, Isle of Wight, in a S.W. gale on the 24th March, 1845; he also received the Silver Medal of the Shipwreck Institution, for the same. Also the thanks of the Admiralty for services rendered to H.M.S. *Sphinx*, stranded in the Brook Coast-Guard district. In the course of seven years no less than five vessels were totally wrecked within the 5½ miles of coast, from Stag Rock to Chilton, comprised within this district, viz., the *Siam*, already mentioned; the French brig *Eugène* in April, 1845; the French smack *Edouard* on the 3rd December, 1847; the Norwegian brig *Serien*, in October, 1851, when the crew were hauled up the cliffs at Freshwater Gate, after communication had been effected by DENNETT's rockets; and the Swedish schooner *Friithiof*, wrecked on the 9th December, 1851. In all these cases the people were, as usual, saved by the Coast Guard and fishermen.

The above, we believe, are, with Capt. DAVIES, R.N., all the naval officers now

living who have received Lloyd's Honorary Medal; and we have to express our obligations to Commander HOWES for being enabled to record some of the distinguished services here mentioned, which do much honour to the profession.

Some thirty others, masters of vessels, pilots, coast-guard men, &c., have also since the year 1837, received either a silver or bronze Honorary Medal from Lloyd's, for gallant services in cases of shipwreck; and in a future number we trust to be able to give an account of some of these also.

#### GALLANT CONDUCT OF IRISH FISHERMEN.

IN former numbers of this Journal we have had occasion to point out that the use of the means at hand, in case of shipwreck, although of the rudest and simplest form, may by a little ingenuity and presence of mind, often prove of service in saving life when no other resources are available, and that the blessing of Providence will rarely fail to crown the efforts prompted by a bold heart to save the life of a fellow-creature.

A striking instance of the success attendant upon the courageous use of the frailest of all frail boats, the "curragh," on the north-west coast of Ireland, is recorded in the visitors' book at the excellent Gweedore Inn, county of Donegal, built a few years since by Lord GEORGE HILL for the accommodation of tourists (one among the many benefits conferred by the noble and benevolent proprietor on that part of the country), and we are indebted for the extract to Lieut. G. STUART PENFOLD, R.N., now Inspecting Officer of Coast Guard in the Carn district, who has been long resident in that part of Ireland, and an eye-witness on many occasions of the warm-hearted generosity and patience under severe privation exhibited by the poor peasantry and fishermen in that neighbourhood.

A remarkable physical feature of the north-west of Ireland is the abundance of islets which skirt the shores of that iron-bound coast. The easternmost of a group lying between Arranmore, in Donegal, and the promontory known as the Bloody Foreland

(which rises more than a thousand feet above the sea), is the small islet of Innis-irrir, or East Isle, about  $1\frac{1}{2}$  miles long, inhabited by a few fishermen, and this spot was the scene of the following case of shipwreck:—

In February, 1823, the schooner *Osprey*, of Glasgow, ROBERTSON master, with a crew of four men, in the middle of the night, and during a heavy gale of wind from the north-west, was dashed against the rocks of Innis-irrir, broke to pieces, and soon sunk. One man was lost; the other three, who had taken refuge in the main rigging, were, on the falling of the mast, jerked on to the top of a high and precipitous rock within a stone's throw of the island, in which situation they were discovered at dawn of day on the following morning. Attempts were made to throw to them coals of fire and potatoes, but in vain; their fate seemed sealed, for to try to rescue them through such a terrible sea as was breaking between the rock and the island was a forlorn hope indeed, and appeared almost impracticable. What was to be done? If the unfortunate men were left to spend another night, exposed on the rock at this inclement season of the year, it would, doubtless, be their last on earth. To the honour of human nature be it told, that six of the poor islanders manned their curraghs (a small wicker-boat covered with hide), two in each, and watching a favourable interval between the waves, gallantly shot across the foam in their little cots, and gained a nook in the rock.

Here a new difficulty opposed itself; high above, some 20 feet over their heads, prostrate on the rock, benumbed with cold, wet, bruised, and nearly paralyzed from the effects of the sufferings of the preceding night, lay the poor objects of their solicitude. The rock being nearly precipitous, there was no other way of reaching the curraghs but by dropping into them, at the imminent risk of either upsetting or staving a hole in them, and, to add to the risk, one of the three persons, the master, was a man of upwards of 14 stone weight.

The generous fishermen paused but for a moment; they saw the danger, but the hope to save the lives of three fellow-creatures would not allow the warm hearts of Irish-

men to hesitate. Watching the heavy swell of the sea, they called upon the poor shipwrecked men to drop from the rock; the frail curraghs withstood the shock without accident, each received its burden, and again waiting a favourable lull, they succeeded in landing each his charge in safety on the island.

The names of these six men are PATRICK COYLE and DOMINIC COLL, of Curragh; HUGH COYLE and PATRICK M'CAFFERTY, of Carrick; JOHN COYLE and DANIEL SWEENEY, of Innis-meau; and they well deserve a record in a Journal devoted to the welfare of the mariner and the fisherman, as an example to others around our coasts not to be daunted by the want of a life-boat, but to turn to best account the resources within their reach, in firm reliance that a blessing always accompanies efforts made in the cause of humanity.

#### MEETINGS OF COMMITTEE.

Thursday, 4th March, 1852. THOMAS WILSON, Esq., in the Chair.

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

Read letter from the Local Committee at Barmouth, Merionethshire, stating that a sum of 70*l.* had been raised by local subscription towards establishing a life-boat at that place,—Resolved, That a 26-foot life-boat, from a design by Mr. PEAKE, be ordered to be built, to be stationed at Barmouth.

Resolved, That the Medal of the Institution be presented to Mr. KEARNEY WHITE, chief officer of Coast-guard, at Blyth, Northumberland, and a reward of 4*l.* 10*s.* to his boat's crew of fishermen, for going off in a fishing-coble, in a gale of wind at N.N.E., and rescuing the crew of the sloop *William and Mary*, of Sunderland, wrecked near Blyth, on the 10th Feb. 1852. Also 15*s.* to a Coast-guard man who sustained injuries in launching the boat.

The sum of 8*l.* was voted to 8 fishermen, who saved the lives of 6 persons, being a part of the crew of the brig *Anna*, of Riga, wrecked on the Tons Bank, at the entrance of Lough Foyle, Derry, in a gale of wind

at north, on the 9th Jan. 1852. The master and 1 boy drowned.

The sum of 5*l.* was voted to 2 boats' crews, consisting of 5 men each, for having on the 9th of Jan. 1852, saved the crew of the Dutch galliot *Arendina*, wrecked near Merville, Lough Foyle, Derry.

The sum of 9*l.* 5*s.* was voted to a party of fishermen and Coast-guard, for saving the crew of the schooner *Friendsbury*, of Shields, wrecked near Aldbro', Suffolk, in a S.W. gale on the night of the 26th Jan. 1852.

Ordered, That the Annual Report of the Committee for the year ending the 31st of March 1852, be prepared and laid on the table at the next meeting of Committee. It was resolved, that the Committee do thankfully accept the President's offer of the services of Commander WARD, R.N., as Life-boat Inspector, for a period of six months, prior to the appointment of an Inspector by the Institution.

Thursday, 1st April, 1852. THOMAS WILSON, Esq., in the Chair.

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

Resolved, That the offer of HENRY WILLIS, Esq., to act as Treasurer to the Institution, be accepted, the office having become vacant by the lamented death of Mr. PERCIVAL, and that Mr. G. C. BEGBIE, public accountant, be appointed the Auditor of the Institution.

Took into consideration the Annual Report; discussed *seriatim* its several paragraphs, and agreed upon it. Directed, That the accounts for the last two years be prepared in detail to be submitted to the Auditor, and that they be printed and annexed to the Report.

Resolved, That the Annual General Meeting of the Institution should be held at the London Tavern, on the 22nd instant, that the usual notice be given accordingly, and that His Grace the President be invited to take the chair on that occasion.

Granted, a silver medal and a reward of 1*l.* to ROBERT TUBNBULL, a fisherman, for swimming a rock in Dunbar Harbour, during a gale of wind on the 28th Feb. 1852, and saving the lives of 2 persons

who had been cast away on it from a fishing yawl.

Granted, a reward of 1*l.* to MICHAEL BOYLE, pilot, and 10*s.* each to his boat's crew of 5 men, also 10*s.* each to a boat's crew of 5 Coast-guard men, for having on the 18th Feb. 1852, saved the lives of 10 persons from the brig *Prince Albert*, of Malta, wrecked on Tryerah Bar, near Rutland, Co. Donegal, in a gale of wind at north-west.

Also a reward of 1*l.* to ANDREW AFFLICK, for saving (with the assistance of some others), the mate of the schooner *Susan*, of Fraserburgh, wrecked on the 8th of Jan. 1852, at 6 miles east of Dunbar.

#### ON THE SELF-RIGHTING PRINCIPLE IN LIFE BOATS.

SINCE the publication of the Report of the Northumberland Life-boat Committee, a good deal has been said and written on the subject of the self-righting principle in life-boats in the event of their being upset, a quality which was strongly advocated in that Report, and assumed as an essential condition in all such boats.

It is hardly necessary to say that we rejoice at the discussion that has arisen; it is apathy and indifference that we fear as far more hurtful to the cause than anything else. There is nothing like a free, full, and impartial hearing of all sides of a question in order to elicit truth, and it is truth above all that we earnestly seek and contend for.

Those who are disposed to treat lightly the quality of self-righting state that it is of more importance to give a boat stability so that she shall not capsize than to go out of our way to seek a remedy for an evil that may never arise. We fully admit the value of stability, it is an essential quality without which all other good points would be in vain, and such appears to have been the opinion of the Northumberland Committee, as in their list of qualities they placed stability near the head of the list, and annexed a numeral value to it nearly double that of the self-righting power.

Stability, however, would appear to have been more aimed at hitherto by means of breadth of beam than by attention to the form of the boat, to judge by many existing

life-boats, and especially those built at Shields, Sunderland, Whitby, &c., where the breadth is generally one-third of the length. Now it is at once admitted that it is difficult (although far from impracticable) to combine great breadth of beam and self-righting power; we must seek then to give equal stability by the form of the boat, and this any good builder knows can be done.

Again, it is objected that the raised ends will render a boat difficult to keep head to wind, and prevent her pulling off a lee-shore. If carried to any great extent, raised ends would certainly be open to this objection, but we believe that moderately raised extremes will suffice for the purpose, as all that is required is sufficient buoyancy to float the boat when bottom up, so that her gunwale amidships should be just clear of, or even with, the water; in that position a very small weight on the keel will cause her to turn on her two raised ends as pivots, and to self-right.

We do not propose to enter largely into the question here, as some boats that have been built have proved that there is no such difficulty as was imagined. But we would ask boat-builders to dismiss all prejudices, and to give the subject fair consideration. The accidents that have happened to life-boats have not been carefully investigated, and the necessity for meeting these accidents with a remedy has not forced itself upon their minds. Of the 16 disasters to life-boats, recorded in the Report before alluded to, 9 of them were caused by the upsetting of the boats, and their drifting on shore bottom up, involving a loss of 56 lives. Now this is a fact that must not be overlooked; we know it, and we must grapple with it, and although it is probable that some of these persons would have been lost even if the boats had self-righted, still we should be neglecting our duty not to do all in our power to mitigate the evil when it does occur. We believe that the difficulty, if it be one, has been overcome, and that the self-righting principle might be applied to many of the existing life-boats, certainly to all those of moderate breadth of beam, and without rendering them less efficient as boats.

Nor is this any new discovery. It is a

singular fact—and it serves as an additional proof of the want of some systematic record of discoveries accessible to all persons, from the absence of which the same points are brought forward time after time, and others are completely forgotten—that the property of self-righting which when recently proposed as one of the requisites of a good life-boat, was almost treated with derision by some of our best boat-builders, should have been acknowledged and publicly exhibited at Leith by the Rev. JAMES BREMNER, of Walls, Orkney, as far back as July, 1800. He first proposed, in 1792, to enable all ordinary boats to self-right by placing two small water-tight casks parallel to each other in the head sheets of the boat, and one athwartships in the stern sheets, firmly securing them down to the keelson, and by attaching a small weight, not exceeding 3 cwt. of iron, to the keel. A boat thus fitted was publicly tried at Leith in the year 1800, and repeatedly righted herself, for which a piece of plate was awarded to Mr. BREMNER. The plan was also laid before the Royal Humane Society and the Trinity House of London, and was approved of by them, as a mode of fitting a ship's boats to answer as life-boats, and carry the crew on shore. In 1810 the description, with a drawing of this plan, was published in the Transactions of the Society of Arts, vol. xxviii., p. 135, and rewarded with a silver medal and 20 guineas. Yet, in 1850, half a century after its first public trial at Leith, the practicability of making a boat right herself was almost derided!

It is remarkable that no notice of this plan was taken by the builders of our life-boats at that period; it was only a few years previous, in 1789, that HENRY GREAT-HEAD of South Shields had built the first life-boat used in England, but he made no attempt to make his boat self-right, although he adopted as much sheer of gunwale in his plan as it is now proposed to do, that is, one inch for each foot of length, and his stem and stern were quite high enough for the purpose.

Mr. BREMNER's great object was to show that each collier that sails along our coasts, and we may add, each emigrant ship, troop

ship, or steamer, that crosses the Atlantic, has the means on board for fitting the boats of the vessel as life-boats in a simple and inexpensive manner, and so it undoubtedly has, yet none, we believe, adopt it. Why, when a light collier starts on her homeward voyage (for it is chiefly light colliers that are wrecked), should she not secure an empty tight water-cask into the head and stern sheets of her principal boat? It would not be half an hour's work, when the lashings were once prepared and the ringbolts in her keelson, and if not required, ten minutes could remove the whole on reaching her port. The materials are always on board, and any sailor could fit them to the boat, and then in case of need there would be a life-boat that could not sink, even if filled with water, always ready to land the crew in case of wreck. Vessels are frequently cast upon a coast where there is no life-boat, and on many occasions a ship's boat would drive ashore before the wind, when owing to the fury of the gale no life-boat could get off from a lee shore to her assistance. Should this little Journal happen to fall into the hands of the master or mate of one of our colliers or coasters, we heartily beg of him to give this simple plan a fair trial; it can cost him nothing but a piece of rope, and may be the means of saving the life of many a fellow-creature.

~~~~~

FOREIGN LIFE-BOAT STATIONS.

As in the general course of commerce in Europe, British vessels visit every part of the narrow seas, and especially the Kattegat and the Baltic (seeing that of the 15,000 vessels that annually pass the Sound up and down, fully one quarter belong to the United Kingdom), it becomes of some importance that the British mariner should know where he is likely to find a life-boat in the possible event of his vessel being driven on the coast of a neighbouring country. We propose, then, to give a brief notice of the several life-boat and rocket stations, as far as we are aware of them, on the shores of France, Belgium, Holland, and Denmark; we wish we could add—and of Prussia, but

we have not yet succeeded in obtaining the requisite information from that State, yet which we hope at a future period to be enabled to lay before the readers of the *Life-Boat Journal*.

In preparing such a notice, we are again obliged to have recourse to the Report of the Northumberland Life-Boat Committee, and to a lecture on the subject of Life-Boats, in connexion with the Industrial Exhibition of 1851, recently delivered before the Society of Arts; but for the present we propose to do little more than enumerate the several stations. When our limits will permit, we trust, through the courtesy of the several Foreign Life-Boat Associations, to be enabled to furnish a tolerably complete account of their several establishments; for the cause of humanity is universal, not national, and as on our own shores whatever aid could be afforded would be as promptly rendered to a foreigner as to a countryman, so we feel assured that were an English vessel wrecked on any of the coasts above named, the residents in the district would vie with each other who should be the foremost to succour and help the unfortunate strangers.

Commencing in the Channel, there is one life-boat, if not more, stationed at Hâvre. A similar full-sized boat, built by M. ED. LAHURE, of Hâvre, was exhibited at the Great Exhibition of 1851, and placed outside the eastern end of the building; the boat was of iron, with a very rising floor, and the usual air-cases: the Jury awarded a medal to its inventor.

Proceeding from Hâvre to the eastward, there is a gap of 100 miles until we reach Boulogne, Calais, and Dunkirk, at each of which places there is a life-boat. This interval comprises the entrance of the Somme, the scene of so many disastrous wrecks, including that of the *Reliance* on the 12th November, 1842, when 113 were drowned, and the *Conqueror* on the 13th January, 1843, when 69 more lives were lost, besides many other vessels; a spot (as Captain F. W. BEECHY, R.N., has shown, in his admirable paper on the Tidal Streams of the North Sea and English Channel in the *Phil. Trans.* for 1851, and as M. MONNIER has pointed out in his *Mémoire sur les Courants de la Manche*, as

well as in *Le Pilote Français*) at which the streams of both flood and ebb tide at certain periods tend to carry vessels into the bight between Le Tréport and Etaples, and which, therefore, ought to be especially protected by life-boats, rockets, mortars, and all other apparatus that may assist in saving life.

In Belgium there is a life-boat at Ostende; in Holland at Zieriksee, Brouwershaven, Rockanje, Grave'sande, Ter Heide, and Scheveningen, or three on each side of the entrance of the river leading to Rotterdam, within a distance of 20 miles on either side. All these boats are built and supported by the South Holland Shipwreck Institution, under the presidency of Mr. W. M. VAN HOUTEN, of Rotterdam; they have been serviceable on many occasions in saving life, and the whole organization and establishment is highly creditable to the merchants of that great commercial city.

In Denmark there are 21 life-boat and rocket stations on the west coast of Jutland, between the Horn, or Blaavaad's Hook, and the Skaw, or Skagen, a distance of about 180 nautic miles: of these, 12 are complete with life-boat and rocket apparatus, 8 with rockets only, and 1 with a life-boat only. Beginning from the southward, the stations are Blaavaad's Hook, Hennestrånd, Nymindegab, Synder Lyngviig, Vaddersei Klit, Tuskioer, Flyvholm, Tybo Kon, Agger Canal, (the entrance into the Lym Fiord that leads out by Aalborg into the Kattegat,) Vester Agger, Nordre Voruysore, Klitmøller, Håstedholm, Lill Strand, Slette Strand, Blokhusene, Lokken, Lønstrup, Hirtshals, Kandestederne, and Skagen, at the extreme north point of Jutland, and the entrance of the Kattegat.

All these boats are now supported by the Danish Government, and have been so since October, 1849; but M. CLAUDI, Superintendent of this part of the coast, was the first to call attention to the subject of the want of life-boats as far back as the year 1838, and it is owing entirely to his disinterested and indefatigable exertions that the affairs have been brought to their present

state. In 1846, a private society, "The Association for the Advancement of Navigation," resolved to have a life-boat built, which was stationed in the Agger Canal; in 1847 the Masonic Lodge of Copenhagen placed a smaller life-boat at Harboore, on the west coast of Jutland: in the same year the late King, CHRISTIAN VIII., devoted a sum of money for the support of these boats; and in October, 1849, as before-mentioned, the whole establishment was re-organized by order of Government, and placed on its present footing. The boats have all been built by M. BONNESEN, of Copenhagen, and to judge by the drawing of one which we have seen, they are not unworthy of the countrymen of the great CHAPMAN, whose work on Naval Architecture is well known.

We learn further from Captain IPSEN, of the Danish Royal Navy, a member of the Committee of the National Shipwreck Institution of Denmark, to whose great courtesy we are indebted for the above details, that the island of Bornholm, in the Baltic, is shortly to be provided with one life-boat and five rocket stations, also at the cost of the Danish Government, which may thus proudly boast of having set the example to Europe of caring for the lives of its shipwrecked mariners.

In Prussia we believe there are some life-boat stations, but we have not been able to ascertain their names; we well know, however, that the inhabitants of the island of Rügen are famed for their hospitality and kindness to shipwrecked sailors, and we believe that there are some ancient humane laws still in force respecting wrecks, which are immediately taken charge of by persons appointed for the purpose, and thus those disgraceful scenes, formerly of common occurrence near home, are entirely prevented.

COMMUNICATIONS RECEIVED.

Lincolnshire Coast Shipwreck Association.—Rock off Fastnet, Cape Clear.—Tallies on Rocket and Mortar Lines.—Wreck of the Ship *Columbus* at Hook Point, Waterford, in January, 1852.