

# THE LIFE - BOAT,

OR

**JOURNAL OF THE NATIONAL SHIPWRECK INSTITUTION.**

No. 7.]

1st DECEMBER, 1852.

[PRICE 2D.

## THE RECENT GALES.

IN each succeeding Number of this Journal, it has been our painful duty to record the disasters which day by day have occurred to shipping; and our Wreck Register shows that, on an average of the whole year, about two wrecks a day take place on the coasts or in the seas of the United Kingdom. In the gales of Sept., 1851, the large number of 153 vessels were wrecked, or more than five a day. We have now, however, to lay before the public a far more lamentable account. The recent gales have burst upon our coasts with almost unexampled fury, and in the short space of one month, and before the winter could be said to have set in, have consigned to the deep many a goodly vessel with its crew, cast others as wrecks on our shores, and caused destruction of property and loss of life to an appalling extent.

On the 27th Oct., the barometer off the coast of Yorkshire had fallen to 29·00; a heavy swell came rolling in from the N.E., and soon the wind followed. The light colliers bound northwards knew the signs of the coming storm, and bore up for the Humber or Yarmouth, as the Tyne, the Wear, and the Tees, are all bar-harbours and unapproachable. Many vessels, however, could reach no shelter, and in the course of a few days 124 cases of total wreck or serious damage occurred. On the 3rd Nov. a second gale came on from the S.S.W. veered to S.E., and blew hard until the 8th. After a short lull the wind on the 11th freshened up again at east, veered to S.E. in a heavy gale, and continued between that point and S.W. until the 18th. In this interval, not less than 600 ships sought

shelter in the Humber, but many were caught between the Tyne and Flamborough Head, could get no refuge, and 176 vessels were wrecked, the greater part of them on the east coast of England. Thus within the short space of thirty days the unprecedented number of 300 vessels were lost or damaged, with the fearful loss of 217 lives.

We have no wish to harrow up the feelings of our readers, nor is it our intention to paint in vivid colours, as we easily might do, some of the sad scenes of desolation, of bereaved women and children rendered widows and orphans by this calamitous visitation. Gladly as we would enlist the sympathies of all in the cause we advocate, we do not wish to excite an evanescent feeling in the tender-hearted; but by a simple relation of facts and figures to appeal to the sense of duty in our countrymen, and especially to the wealthy merchants in this vast metropolis, and in the large cities of Manchester, Glasgow, Birmingham, Leeds, Hull, and Bristol, happily removed as they are by locality from the pain of being eye-witnesses of these scenes of distress, and ask them to aid us in the cause of saving life from wreck.

It is through the instrumentality of sailors that they have attained their present commercial greatness; and, in the midst of the many blessings and shelter they enjoy, will they deny to the mariner, who, for their protection, their comforts and their luxuries, is exposed to all the fury of the storm, that safety which may be afforded by the establishment around our coasts of a well-organized system of life-boats, and every practicable means for the preservation of life from shipwreck?

## THE ENGLISH FISHERIES.

As it is to fishermen that we must look in most cases to man our life-boats in time of need, it seems desirable to place on record in the pages of this Journal, the number of fishing-boats at each station around the coasts of England, and the number of fishermen and boys which form their crews. With this view we have obtained the following statistical account, which, we believe, is more complete than any hitherto published. We are indebted for it to the courtesy of the Hon. BOUVERIE PRIMROSE, Secretary to the

Fishery Board in Edinburgh; and it is drawn up by Mr. JOHN MILLER, the intelligent General Inspector of Fisheries in Scotland. The table is the more valuable as, since the 5th January 1850, the Fishery Board no longer keeps an account of the English fishing-boats and their crews, but only of those in Scotland. It will be seen that in the nine districts into which the coast of England is divided, there are 4,698 boats, manned by 20,459 men and boys; and that the total number of persons to whom the shore fisheries give employment is 27,954, exclusive of those engaged in the deep-sea fishing.

AN ACCOUNT of the NUMBER of BOATS whether DECKED or UNDECKED, belonging to the undermentioned places on the Coast of England, that were employed in the year ended 5th January 1850, in the Shore Curing Herring and Cod and Ling Fisheries; distinguishing the Number of Fishermen and Boys by whom the same were Manned, and showing also the Number of Coopers employed, the Number of Persons employed in Packing, Repacking, Cleaning, and Drying the Fish, the Number of Labourers employed, and the Total Number of all such Persons, together with the Number of Fish-curers.

## NORTH SUNDERLAND DISTRICT—80 Miles in Extent.

STATIONS.	Boats.	Fishermen and Boys.	Coopers.	Packers.	Labourers.	Total Employed.	Fish-curers.
Spittal and Tweedmouth - - -	37	115	17	109	14	255	10
Holy Island - - - - -	35	81	4	67	12	164	2
North Sunderland - - -	53	96	9	104	22	231	6
Beadnel - - - - -	15	21	2	27	5	55	1
Newton - - - - -	29	59	2	18	5	84	3
Craster - - - - -	37	63	2	33	4	102	1
Boulmer - - - - -	20	37	4	31	6	78	2
Alnmouth - - - - -	15	29	-	-	-	29	1
Amble - - - - -	3	9	-	-	-	9	-
Hauxley - - - - -	15	35	1	13	3	52	-
Cresswell - - - - -	6	16	-	-	-	16	-
Newbiggin - - - - -	63	126	-	-	-	126	-
Blyth - - - - -	22	41	-	-	-	41	-
Cullercoats - - - - -	73	132	-	-	-	132	-
North and South Shields	18	76	-	-	-	76	-
Whitburn - - - - -	19	34	-	-	-	34	-
Sunderland - - - - -	26	52	1	10	2	65	2
Seaham - - - - -	3	9	-	-	-	9	-
Hartlepool - - - - -	87	207	2	17	7	233	1
Total - - - - -	576	1,238	44	429	80	1,791	29

## SCARBRO' DISTRICT—130 Miles in Extent.

Redcar - - - - -	20	48	-	10	10	68	-
Slaiths - - - - -	64	239	5	90	189	523	5
Runswick Bay - - - - -	23	55	2	40	48	145	3
Whitby - - - - -	9	27	3	8	8	46	1
Robinhood's Bay - - - - -	9	33	1	46	56	136	-
Scarbro' - - - - -	56	201	6	8	90	305	-
Filey - - - - -	54	179	6	20	86	291	2
Flamborough - - - - -	44	156	2	21	95	274	2
Sutton Wash - - - - -	2	6	-	-	-	6	-
Boston - - - - -	2	6	-	-	-	6	-
Total - - - - -	283	950	25	243	582	1,800	13

THE ENGLISH FISHERIES.

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YARMOUTH DISTRICT—180 Miles in Extent.

STATIONS.	Boats.	Fishermen and Boys.	Coopers.	Packers.	Labourers.	Total Employed.	Fish-curers.
Lynn, Wells, & Weybourne	12	52	6	16	9	83	5
Sherringham, Beaston, and Blakeney	75	447	6	112	25	590	10
Cromer and Runton	47	261	4	70	16	351	8
Overstrand and Sidestrand	12	52	2	16	8	78	2
Trimingham and Mundesley	10	53	2	7	7	69	2
Bacton and Hasbro'	18	91	2	18	9	120	2
Palling and Eccles	13	52	2	8	9	71	2
Winterton, Helmsley, and Newport	43	154	3	33	12	202	4
Caister and Ormsby	15	60	-	7	6	73	1
Yarmouth and Gorleston	262	1,982	124	1,088	369	3,563	176
Lowestoft and Corton	132	861	58	438	210	1,567	75
Pakefield and Kessingland	56	206	8	90	64	368	6
Southwold	45	172	8	78	32	290	6
Aldbro', Dunwich, & Orford	55	224	7	30	16	277	8
Harwich	4	36	-	8	8	52	1
Manningtree and Mistley	10	90	-	12	12	114	2
Barking	50	423	-	47	47	517	6
Total	859	5,216	232	2,078	859	8,385	316

LONDON DISTRICT—300 Miles in Extent.

London and Greenwich	45	405	1	-	-	406	-
Gravesend	15	135	-	-	-	135	-
Margate	43	98	-	18	-	116	6
Broadstairs	3	24	-	12	-	36	4
Deal and Walmer	12	66	-	14	-	80	5
Kingsdown	26	136	-	-	-	136	-
Dover	18	78	-	-	-	78	-
Folkstone	41	173	-	16	-	189	5
Lydd and Rye	20	100	-	9	-	109	3
Hastings	95	553	-	32	-	585	8
Eastbourne	30	125	-	-	-	125	-
Arundel	1	8	-	-	-	8	-
Brighton	57	256	-	8	-	264	2
Worthing	38	184	-	8	-	192	2
Christchurch and Poole	16	32	-	-	-	32	-
Portland	26	104	-	-	-	104	-
Exmouth and Topsham	31	62	-	-	-	62	-
Sidmouth	16	32	-	-	-	32	-
Teignmouth, &c.	24	72	-	-	-	72	-
Torquay	24	48	-	-	-	48	-
Brixham	45	135	-	-	-	135	-
Total	626	2,826	1	117	-	2,944	35

ST. IVES DISTRICT—200 Miles in Extent.

Salcombe	12	24	-	12	-	36	-
Hope Cove	24	48	-	24	-	72	-
Yealmtton	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
Fowey	8	16	-	-	-	16	-
Polkerris	5	12	-	-	-	12	-
Charleston	3	8	-	-	-	8	-
Megavissey	80	195	2	100	16	313	10
Gorran Haven	10	25	-	10	-	35	-
Gerrans	10	25	-	10	-	35	-

ST. IVES DISTRICT—*continued.*

STATIONS.	Boats.	Fishermen and Boys.	Coopers.	Packers.	Labourers.	Total Employed.	Fish- curers.
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	-
Cadgwith - - - -	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. Michael's Mount - - - -	9	22	-	10	-	32	-
Penzance - - - -	14	37	-	28	-	65	-
Newlyn - - - -	124	650	4	450	12	1,116	8
Mousehole - - - -	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 - - - -	32	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

## BRISTOL DISTRICT—200 Miles in Extent.

Clovelly - - - -	71	148	4	8	10	170	4
Bucks - - - -	8	16	-	-	-	16	-
Peppercombe - - - -	5	10	-	-	-	10	-
Ilfracombe - - - -	16	48	1	4	2	55	-
Combemartin - - - -	12	24	-	2	3	29	-
Lynmouth - - - -	6	18	-	-	-	18	-
Porlock - - - -	14	42	-	1	2	45	-
Minehead - - - -	14	42	1	1	2	46	-
Watchett - - - -	1	3	-	-	-	3	-
Tenby, South Wales - - - -	15	51	1	1	1	54	-
Milford - - - -	12	24	-	1	-	25	-
Marloes - - - -	3	9	-	-	-	9	-
Tolva - - - -	2	6	-	-	-	6	-
Broad Haven - - - -	3	9	-	-	-	9	-
Little Haven - - - -	8	38	1	3	2	44	1
St. Bride's - - - -	3	12	-	-	-	12	-
Total - - - -	193	500	8	21	22	551	5

## LIVERPOOL DISTRICT.

Liverpool - - - -	371	1,838	46	85	42	2,011	8
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## ISLE OF MAN DISTRICT—70 Miles in Extent.

Douglas division - - - -	119	708	17	102	36	863	47
Castletown ditto - - - -	193	1,329	2	42	12	1,385	75
Peel ditto - - - -	190	1,238	4	20	10	1,272	20
Ramsey ditto - - - -	103	590	-	-	-	590	-
Total - - - -	605	3,865	23	164	58	4,110	142

## WHITEHAVEN DISTRICT—120 Miles in Extent.

STATIONS.	Boats.	Fishermen and Boys.	Coopers.	Packers.	Labourers.	Total Employed.	Fish- curers.
Lytham - - - -	20	80	2	-	20	102	-
Blackpool - - - -	6	24	1	-	10	35	-
Lune - - - -	15	30	1	-	10	41	-
Poulton-le-Sands - - - -	80	200	1	-	20	221	-
Wyre - - - -	26	72	-	-	-	72	-
Duddon - - - -	6	12	-	-	-	12	-
Ravenglass - - - -	2	6	-	-	-	6	-
Whitehaven - - - -	25	100	9	70	30	209	3
Paiton - - - -	14	28	-	4	6	38	-
Harrington - - - -	7	28	-	3	6	37	-
Workington - - - -	7	28	-	7	8	43	-
Maryport - - - -	14	70	4	50	50	174	2
Allonby - - - -	20	100	-	20	50	170	-
Port Carlisle - - - -	3	15	4	10	20	49	1
Total - - - -	245	793	22	164	230	1,209	6

## TOTALS OF THE NINE DISTRICTS.

North Sunderland - - -	576	1,238	44	429	80	1,791	29
Scarbro' - - - -	283	950	25	243	582	1,800	13
Yarmouth - - - -	859	5,216	232	2,078	859	8,385	316
London - - - -	626	2,826	1	117	-	2,944	35
St. Ives - - - -	940	3,233	22	1,794	104	5,153	89
Bristol - - - -	193	500	8	21	22	551	5
Liverpool - - - -	371	1,838	46	85	42	2,011	8
Isle of Man - - - -	605	3,865	23	164	58	4,110	142
Whitehaven - - - -	245	793	22	164	230	1,209	6
Grand Total - - - -	4,698	20,459	423	5,095	1,977	27,954	643

*Leith, 5th April, 1851.*

JOHN MILLER, *General Inspector of Fisheries.*

The above are the statistics of the boat fisheries around the coasts of England; they do not include the Scottish or Irish fisheries, nor any account of the well-smacks or dry-bottom smacks that go off to the Dogger and Well Banks and other deep-sea fishing grounds in the North Sea. Of the well-smacks, Barking sends out 180, Greenwich 41, Grimsby 14, Gravesend 10, Aldbro' 10, and Harwich 5; they average 50 tons and 9 men each, making a total of 260 vessels, of 15,166 tons, and 2,320 men and boys.

Of the dry-bottom smacks, we are enabled to state, through the courtesy of the Collectors of Customs at the respective ports, that Ramsgate sends out 96, Hull 100, and Brixham 113, averaging about 35 tons and 5 men each, or a total of 309 vessels of 11,185 tons, and 1,488 men and boys; or including well-smacks, 570 vessels, manned by 3,800 individuals, making with the

boatmen a body of 24,000 fishermen in England alone, conversant with the headlands and harbours of the coasts, with the set of the tides, and inured to every hardship.

We have no space to enter into the subjects of the best fishing grounds, of the faulty build of many of the boats, of the entire neglect of the deep-sea fishery on the north coast of England and in Scotland, or of the great impetus given to the fisheries by the coast railways, which in some places have doubled the gains of the fishermen. One ton of white fish, it is said, is daily sent off from Montrose by rail, and two tons of fish a day, including lobsters, from Norway, are despatched from Grimsby by the Great Northern, and Sheffield and Lincolnshire railways. Cod-fish caught near the Dogger Bank, at 70 miles from Grimsby, is not uncommonly exposed for sale the following morning in London and Man-

chester. But much more yet might be done, the fish trade has not reached half its full development; more central markets are wanted in the metropolis; why not one at each large railway terminus? From want of the facility afforded by a railway, a full-sized cod-fish that costs 7*d.* on the east coast of Scotland, may be had on the west coast for 2*d.*; a lobster that costs 9*d.* at Montrose can be bought for 3½*d.* at Oban. Steam by sea has hardly yet been applied to fishing; the attempts made with a screw steam fishing-smack by Messrs. SAUNDERS and HOWARD point to greater results than any yet attained.

In the habits of fishermen, although much altered for the better, there is room for improvement. As a class they are singularly neglected—no one seems to care for them. Much good might be done by the charitable and well-disposed by establishing savings' banks in all fishing villages, and inducing the men to put a part of their earnings into them. It is hardly to be credited that in the thriving and populous community of North Sunderland, with its 1,200 fishermen, there is not a savings' bank! Also by urging the men to refrain from the immoderate use of spirits, an evil which is much increased by the fish-curers making a part of their bargains in whiskey. We rejoice to see that the Duke of SUTHERLAND has directed his agents at Goldspie to put a stop to this demoralizing practice. A better class of boats for the alongshore fisheries might be introduced in the North of England and in Scotland; the small tidal harbours, too, might be improved, ay, even by the fishermen themselves, if they would but combine and put their shoulders to the wheel. Let them see what has been done by the Coldingham fishermen, as related in the September number of this Journal. But perhaps the great want is a system of mutual insurance societies, in which the fisherman could insure his boat, nets, and gear for a small premium against accident and losses at sea; these might be combined with savings' banks, and would gradually induce habits of thrift and temperance, which must result in greater happiness to the men, their wives and families.

#### MEETINGS OF COMMITTEE.

1st July. T. WILSON, Esq., in the Chair.

At a Special General Meeting of the Institution, convened pursuant to advertisement, confirmed the alterations in the Rules and Regulations as adopted at the previous Special Meeting of the 3rd June last.

Confirmed Minutes of previous Meeting.

Resolved—That a 30-ft. boat, built after a design by Mr. PEAKE, be granted to the North Devon Humane Society, to replace their boat No. 3, which latter to be forwarded to London. Also that a 27-ft. boat on the same plan, with a carriage, should be built for Bude Haven; Sir T. D. ACLAND, Bart., M.P., having offered to bear a fair proportion of the cost of the carriage.

Resolved that an annual grant of 5*l.* be made in aid of the Whitburn life-boat establishment, upon condition that the life-boat's crew be periodically exercised, in accordance with the Regulations of the Institution.

Rear-Admiral Sir FRANCIS BEAUFORT, K.C.B., Hydrographer to the Admiralty, transmitted, for the use of the Institution, a set of charts of the coasts of the United Kingdom—Acknowledged with thanks.

The thanks of the Committee were voted to G. C. BEGBIE, Esq., Auditor to the Institution, for a valuable set of account books for the use of the Society.

22nd July. T. WILSON, Esq., in the Chair.

Confirmed Minutes of previous Meeting.

Resolved—That a suitable life-boat be built, and placed at Douglas, Isle of Man, in memory of the distinguished services of the late Sir WILLIAM HILLARY, Bart., who was the projector of the Shipwreck Institution, and who personally assisted at the saving of 305 lives from wreck in Douglas Bay; and that the boat be called after his name.

Voted 20*l.* in aid of the local subscription for the relief of the widows and children of 8 men who were drowned by the upsetting of their fishing-boat on Dungarvan Bar, on the 24th April last, when returning from offering aid to a vessel in distress in the offing.

Granted a reward of 2*l.* to two men for saving 3 persons, the crew of the smack

*Providence*, which sunk near Strangford Bar, County Down, on the 16th June last.

Also 2*l.* towards repairing the life-boat house at Woodbridge Haven, in Suffolk.

16th Sept. T. WILSON, Esq., in the Chair.

Confirmed Minutes of previous Meeting.

Read letters:—1. From Captain WILLOUGHBY, of Lyme Regis, stating the want of a life-boat—Resolved, that a suitable life-boat be built, and stationed at Lyme Regis.

2. From the Life-boat Inspector, at Shields, stating that the six life-boats and carriage which, by the liberality of the Admiralty, had been conveyed to the coast in H.M.S. *Lightning*, had been severally placed at Cullercoats, Newbiggin, Hauxley, Alnmouth, Boulmer, and North Sunderland, and the carriage at Cullercoats; also that, as far as yet tried, the boats had behaved well and had given satisfaction.

Resolved—That the Life-boat Inspector be instructed to visit and report upon all the life-boat stations from Berwick-on-Tweed to the Thames.

3. From Mr. HUME, M.P., urging the imperative necessity of a sea-coroner, to sit on all bad cases of shipwreck; he had often tried to impress this point upon Government, but hitherto without success.

Granted a reward of 6*l.* to three men of Pill, near Bristol, for saving with their boat the lives of 4 men, the crew of the schooner *Primrose*, of Truro, which foundered off Boscastle, in the Bristol Channel, in the N.W. gale of the 11th August.

Also 3*l.* to the master and crew of the smack *Brisk*, of Southampton, who had saved the lives of 3 fishermen of Sennen Cove, Land's End, caught in the same gale.

16th Oct. G. PALMER, Esq., V.P., occupied the Vice-Chair; and announced with extreme regret the death, on the 10th instant, of Mr. THOMAS WILSON, who for 29 years had been Chairman of Committee of the Institution.

A special Resolution was unanimously passed by the Committee of condolence with the family of their late highly respected Chairman, embodying a fitting tribute to the memory of one whose devotion to the interests of the Institution had been unceas-

ing, and whose general urbanity had endeared him to every Member of Committee.

Confirmed the Minutes of the previous Meeting, and read a letter—

From the Board of Ordnance, stating that the life-boat carriage built in the Royal Arsenal, under the superintendence of Col. COLQUHOUN, was complete, and that the Board did not propose to make any charge for it.—To be acknowledged with thanks.

Voted five silver medals and 68*l.* in rewards, as follows:—

A medal to Mr. MIDDLETON DAND, of Hauxley, and 5*l.* to the crews of two cobles for going off in a heavy gale to the rescue of the brig *Pedestrian*, of Shields, wrecked on the San Bush on the 3rd December, 1849.

Also 2*l.* 10*s.* to the crew of the smack *Celerity*, of Harwich, for saving the lives of 4 persons, being the crew of the *Tar*, of Whitby, which sunk in a N.E. gale on the Long Sand on the 12th September last.

Also 4*l.* 10*s.* to the crew of the Moelfre life-boat, Anglesea, for saving the crew of the brig *Carrs*, of Newcastle, wrecked near Dulas Island on the 29th September, during a N.N.E. gale. The Holyhead life-boat was reported to have taken off the crew of the schooner *Lady Harriet*, of Chester, and to have brought the vessel safely into harbour, for which service the master gave the life-boat's crew 50*l.*

Also 2*l.* to a fisherman and his two sons, of Sneem, on the coast of Kerry, for having saved 7 out of 15 persons from a boat which sunk near Shinkey Island on the 9th August.

Also the silver medal to Mr. MARTIN COSTELLO, tide-surveyor, and Mr. DEVEREUX, pilot-master, of Rosslare Point, Wexford, and 54*l.* to the crews of 14 boats, consisting of 110 men, for saving 419 of the crew and passengers of the emigrant ship *Bhurtpoor*, wrecked on the Long Bank on the 18th September. The life-boats of the Institution at Rosslare and Kilmore saved 30 of the people.

Also a silver medal each to HOWE and PEARSON, two coast-guardsmen of Ballygrany Station, for saving the lives of two men who were seen drifting in the surf near Greenore Point, Wexford, on the 19th September.

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

1852 — MAY.	NAME.	Belonging to	Rig.	Tons.	Men.	From	Bound to	Cargo.
3	Isabella Stewart	- -	Barque -	643	-	Bristol -	New York -	Iron -
5	Elizabeth	Prussia -	Barque -	-	-	Alicata -	Petersburgh -	Sulphur -
10	Vivid	Scilly -	Schooner	131	7	New York	Falmouth -	Coffee -
14	Princess	- -	Schooner	142	-	Runcorn	Wadsoe -	Salt & Crates
„	Cumberland	London -	Brig -	170	9	Newcastle	London -	Coals -
„	John and Mary	Barustaple -	Sloop -	40	3	Swansea	Barnstaple -	Culm -
15	Elizabeth & Henry	Arklow -	Sloop -	43	4	Arklow -	Beaumaris -	Oysters -
16	Adler	Lubeck -	Barque -	406	14	Bahia -	Amsterdam -	Tobacco -
18	Union	Caernarvon -	Sloop -	20	2	- -	- -	Coals -
„	Friendship	Stromness -	Schooner	73	7	- -	Arklow -	Ballast -
„	Ellen and Esther	Barmouth -	Schooner -	120	5	- -	London -	Slates -
„	Violet	Montrose -	Schooner	93	5	- -	London -	Hoops -
„	Providence	London -	Sloop -	81	4	- -	London -	Hoops -
19	Roxane	Sunderland -	Brigantine	124	5	Maryport -	Dublin -	Coals -
„	Jane	Liverpool -	Barque -	209	10	Newport	St. Paul de Loando	Coals -
20	Pallion Hall	Sunderland -	Brig -	162	7	Rotterdam -	Sunderland -	Ballast -
„	Progress	Ostend -	Barque -	-	-	Ostend -	Liverpool -	- -
21	Emmanuel	Goole -	Brig -	111	6	Goole -	London -	Stone -
„	Elizabeth & Mary	Margate -	Smack -	-	-	Margate -	Newcastle -	Ballast -
„	Commercial Packet	Colchester -	- -	-	-	London -	Sunderland -	- -
„	Britannia	Bideford -	- -	-	-	- -	- -	- -
22	Charlotte	Newport -	Schooner	74	-	Liverpool -	Limerick -	Coals -
24	Water Witch	Liverpool -	Schooner	76	5	Liverpool -	Narva -	Salt -
26	Isabella	Newcastle -	Schooner	44	3	Newcastle	Lowestoft -	Coals -
„	Betsy and Mary	Newry -	- -	-	-	Troon -	Liverpool -	Iron -
„	Red Ruth	St. Ives -	Brigantine	82	5	St. Ives	Cardiff -	Ballast -
27	Geo. & Elizabeth	Jersey -	Cutter -	40	5	Carmarthen	Jersey -	Furniture
28	Defiance	Milford -	Schooner	104	-	Gloucester -	Santander -	Iron -
„	A Haaf Boat	Stenness -	Eg. Boat -	-	6	- -	- -	Fish -
30	Hawk	Caernarvon -	- -	-	6	- -	- -	- -
JUNE.								
1	Vrouw Grietje	Pekela -	Galliot -	-	-	Liverpool -	Narva -	Salt -
„	Inda	- -	Brig -	-	-	Madeira -	Petersburgh	- -
2	Sarah	Wicklow -	Sloop -	25	4	Wicklow -	Preston -	Grain -
4	Beehive	- -	Sloop -	-	4	Glasgow	London -	Iron -
5	Ranger	Padstow -	Schooner	123	-	Girgenti	Liverpool -	Sulphur
6	Favorite	London -	Schooner	134	6	London -	Seaham -	Ballast -
7	Annette Gilbert	Liverpool -	Brig -	293	10	Rotterdam	Liverpool -	Bark -
„	St. Barbe	Bordeaux -	Schooner	-	-	Newcastle	Algiers -	- -
„	Countess of Durham	Canada -	Schooner	166	6	N. Shields	London -	Coals -
10	Livorno	Aberdeen -	Brig -	152	7	Aberdeen	Sunderland -	Pit Props
11	Primrose	Newcastle -	Sloop -	-	3	Nairn -	Hartlepool -	- -
„	Agnes	- -	Schooner	-	-	Newport -	Liverpool -	- -
15	Hope	Chester -	Flat -	50	3	Flint -	Wicklow -	Coals -
16	Harewood	Plymouth -	Schooner	50	4	Exeter -	Portsmouth	Timber -
„	Sea Bird	Boston -	Barque -	336	10	Newcastle	Boston -	General -
„	Success	Belfast -	Smack -	16	3	Red Bay -	- -	Stone -
„	Providence	Newry -	Smack -	32	3	Caernarvon	Largs -	Slate -
17	George Evans	- -	Ship -	-	-	- -	New York -	- -
„	Malabar	Dublin -	Ship -	686	20	St. John's N.B.	Dublin -	Timber -
18	John Thompson	Poole -	Brig -	222	8	Hartlepool -	Poole -	Coals -
19	Providence	Bristol -	Sloop -	70	-	Cardiff -	Port Talbot	Coals -
„	Pearl (Ser. St.)	Dublin -	Steamer	186	-	Hartlepool -	Rotterdam	Coals & Coke
20	Lady Huntley	Maryport -	Schooner	96	5	Swansea	Dundalk -	Coals -
21	John Elliotson	Whitstaple -	Brig -	216	6	Seaham -	London -	Coals -
22	Juno	Scarbro' -	Brig -	186	5	Newcastle	London -	Guano -
„	Lady Ann	Wells -	Schooner	75	4	London -	Newcastle -	Ballast -
„	Agnes	Lossiemouth -	Smack -	31	3	Thurso -	Sunderland -	Stone -
23	Tophill	Kincardine -	Sloop -	35	-	Sunderland -	Dundee -	Coals -
28	Hope	Salcombe -	Sloop -	56	4	Neath -	Totness -	Coals -
30	Ann	Belfast -	Schooner	-	-	- -	- -	- -
„	Caroline Alice	Milford -	Brig -	187	10	Liverpool -	Hammerfest	General -



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- rection.		
301	Leaky - -	9	WS.W.	-	Put back leaky from Long. 19°, and must discharge. [water in hold.
	Stranded - -	-	-	-	Leaky, from getting ashore on the French Coast. Put into Hull with 4 ft.
	Leaky - -	10	S.W.	-	Damaged. Put into St. Mary's, Scilly; had to discharge.
	Leaky - -	9	N.W.	-	Leaky. Put back to Liverpool. Had to discharge and repair.
	Stranded - -	6	W.S.W.	-	In the Wold, Norfolk.
	Foundered - -	9	S.W.	-	Near the Mumbles Head, S. Wales. Crew and passengers all lost.
310	Abandoned - -	9	S.S.W.	6	Dismasted. Picked up abandoned in the Irish Channel.
	Scuttled - -	5	S.W.	-	On Mylor Bank, Falmouth, the cargo having taken fire.
	Stranded - -	8	N.E.	2	Penmon Mawr, N. Wales. [Wexford.
	Stranded - -	6	N.E.	-	Damaged; parted, and drove on Glascommon Bank; got off and into
	Burnt - -	5	S.S.W.	-	} Lying aground at Brindley's Wharf, Bermondsey, they became involved in a fire, which broke out in a Hoop Store at night, and were nearly destroyed. Crews saved.
	Burnt - -	5	S.S.W.	-	
	Burnt - -	5	S.S.W.	-	
	Total Wreck	9	E.N.E.	-	On Ireland's Eye. Crew saved with difficulty from the shore.
	Foundered - -	7	N.E.	-	At Milford. Sprang a leak, ran on the mud and filled.
	Stranded - -	3	Var.	-	On the Yorkshire Coast. Got off much damaged, and into Hartlepool.
Foundered - -	-	-	-	Off the Tuskar, after striking on the Smalls. Saved in own boat.	
Stranded - -	7	N.N.E.	-	On Hasbro' Sand, Norfolk. Crew saved; hazy weather.	
Stranded - -	''	''	-	On Hasbro' Sand. Assisted into Yarmouth leaky and damaged.	
320	Stranded - -	''	''	-	On Hasbro' Sand. Assisted into Yarmouth very leaky.
	Stranded - -	''	''	-	On Hasbro' Sand. Assisted into Yarmouth very leaky. All saved.
	Leaky - -	9	-	-	Strained from stress of weather. Put into Waterford to discharge and repair.
	Foundered - -	-	-	-	Near the Chicken Rocks, Isle of Man. Crew saved.
	Total Wreck	5	N.E.	-	Struck on Whitby Rock. Drove behind the pier; became a total wreck.
	Foundered - -	-	-	-	West Hoyle Bank, Liverpool. No particulars known; crew saved.
	Stranded - -	9	E.	-	Lavernock Point, Cardiff. Saved in own boat.
	Stranded - -	2	N.E.	-	Off Roquaine Bay, Guernsey. Was got up again.
	Leaky - -	8	E.N.E.	-	Cornish coast. Brought into St. Ives to discharge and repair.
	Foundered - -	8	W.	6	Off Stennes, Shetland. All lost.
330	Stranded - -	-	-	-	Bwlch Bridu. Floated off and sunk; raised 2 June; crew saved.
	Abandoned - -	-	-	-	In a sinking state. Taken into Littlehampton, derelict.
	Leak - -	5	W.	-	Leaky. Put into Cowes, and must discharge.
	Foundered - -	5	W.S.W.	1	Grounded and upset at the mouth of the Ribble. Master drowned.
	Foundered - -	5	N.E.	3	Maplin Sand, Essex; in collision with the "Clive."
	Abandoned - -	6	N.W.	-	Off the Arklow Light Ship in a sinking state. Crew saved.
	Stranded - -	4	E.S.E.	-	Redcar. Much damaged on the rocks; taken to Hartlepool.
	Stranded - -	5	S.byE.	-	Goodwin Sands. Much damaged; taken into Ramsgate.
	Sunk - -	-	-	-	Leaky. Abandoned 25 miles S. of the Needles; crew saved.
	Burnt - -	7	Eastly.	-	At Jarrow quay, Tyne. Burnt to the water's edge.
340	Stranded - -	9	N.	-	Sunderland. Saved by life-boat at back of the South Pier.
	Stranded - -	-	-	-	Inchkeith, Firth of Forth. Taken into Leith, waterlogged.
	Foundered - -	10	N.W.	-	Grassholm, S. Wales. Sunk in deep water.
	Missing - -	-	-	3	Sailed on the 11th of May, not heard of since.
	Foundered - -	9	Var.	4	Off Beer Head, Devon. Cargo shifted; all drowned.
	Stranded - -	5	S.	-	Stroma, Pentland Firth. Got off damaged.
	Foundered - -	9	S.E.	3	Sunk off Garron Tower, Co. Antrim, Ireland. All drowned.
	Foundered - -	9	S.E.	-	On the Bar, Strangford Lough, Ireland. Crew saved.
	Leak - -	-	-	-	Leaky. Put back; had to discharge.
	Stranded - -	8	S.S.W.	-	On the Saltees, Wexford. Waterlogged, and towed to Kilmore Beach.
350	Stranded - -	-	-	-	On the Hook Sand. Very leaky; got off after being lightened.
	Total Wreck	-	-	-	Breaksea Point, near Aberthaw, Glamorganshire. Crew saved in own boat.
	Fire - -	6	S.S.W.	-	Abandoned in the North Sea on fire. Saved in own boats.
	Stranded - -	-	S.S.E.	-	South Bull, Dundalk, Ireland. Much strained and bilged.
	Stranded - -	5	S.S.W.	-	Very leaky. Got on the Gunfleet; assisted into Harwich.
	Stranded - -	5	S.S.E.	-	Cork Sand. Got into Harwich.
	Stranded - -	-	-	-	Off Redcliff, Yorkshire. Much damaged on a sunken rock. Got off.
	Foundered - -	3	W.S.W.	-	Off coast of Banff. Sprung a leak; crew saved in own boat. [boat.
	Foundered - -	3	W.S.W.	-	Sprung a leak off Souter Point (Durham) in collision. Crew saved in own
	Foundered - -	-	N.W.	-	On the Seven Stones, off the Land's End.
360	Leaky - -	5	W.	-	Leaky; damaged. Put into Whitehaven to discharge and repair.
	Stranded - -	4	S.W.	-	In the Sound of Kyle Rhea, Isle of Skye.

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

### THE LATE THOMAS WILSON, ESQ.

It is with extreme regret that we have to announce the decease of this much-lamented and valued gentleman, by which event the Shipwreck Institution has been deprived of one of its founders, and of its first Chairman of Committee. For a period of nearly twenty-nine years, Mr. WILSON took the warmest interest in its success, and was the generous and zealous advocate of its claims; and it is a grateful tribute to his memory to put on record in these pages a short sketch, however imperfect, of one who laboured so long and so diligently in the cause of the Preservation of Life from Shipwreck.

Mr. WILSON was born in London in the year 1767. His family was from the north. His grandfather and father were of Hartlepool and Stranton Grange, county of Durham; the latter having resided chiefly at Woodhouse, East Ham, Essex.

Having received a thorough commercial education, Mr. WILSON soon became established in the City of London as a merchant of considerable eminence. He was Chairman of the Society of Merchants trading to the Continent for thirty-four years, and had been a member of it for upwards of half a century; and we also find that at the General Election in 1818, when a vacancy occurred in the representation of the City of London by the resignation of Sir JAMES SHAW, Mr. WILSON was solicited by the most influential citizens to allow himself to be nominated the successor of the honourable baronet, as from his station, his ability, his principles, the amenity of his manners, and the high respectability of his character, he was generally confessed to be eminently fitted for the honourable post of a representative of the greatest commercial city in the world. And his success justified the anticipations of his friends, notwithstanding the circumstance of his being the first candidate for the City of London, not a Member of the Court of Aldermen.

The assiduity and ability with which he discharged his parliamentary duties gave universal satisfaction; and at the General Election in 1820, occasioned by the death

of His Majesty GEORGE III., we find him again re-elected for the City. In 1826, finding that his arduous parliamentary duties were beyond his strength and incompatible with his commercial pursuits, he withdrew from the representation of the City. The general respect entertained for him was thus expressed in one of the contemporary journals on the occasion of his retirement:—"During his filling of that high and distinguished office he conferred as much honour as he had received. The commercial interests of the empire, as well as the more local interests of his immediate constituents, never failed of receiving their merited attention from His Majesty's Government, or from the Senate, whenever they were advocated by him, because his mercantile information, discriminating judgment, and sterling integrity, were well known and duly appreciated." . . . . "The merchants of London owe many obligations to him, which it cannot be doubted they will be anxious to acknowledge by some public mark of attention, which shall speak at once their sense of his past services—their regret for their loss—and their good wishes, that on the return from his public duties to the less interrupted enjoyment of domestic comforts, he may have those of health and happiness."

At the General Election in 1835, on the urgent solicitation of a large body of the electors, Mr. WILSON again came forward, in conjunction with Mr. LYALL, and Mr. WILLIAM WARD, as a candidate for the City, but this time without success.

Having thus briefly referred to Mr. WILSON'S parliamentary career, we now return to his connexion with the Shipwreck Institution. In consequence of the calamitous shipwrecks, with great loss of life, every year taking place on our coasts, and the inadequate means provided for the rescue of the crews, the late Sir WILLIAM HILLARY published a powerful appeal to the nation in 1823. This appeal was warmly responded to by the public; but though there was much of general sympathy expressed for the objects proposed in the appeal, little more was done. But, happily for the cause of humanity, early in the year 1824 Sir WILLIAM was introduced

by the late Mr. GEORGE HIBBERT to Mr. WILSON, who cordially threw himself into the cause, feeling that there was a sort of claim on those engaged in Foreign Commerce, to assist in any plan for the preservation of the lives of those by whom that commerce is carried on. Accordingly, we find him immediately taking steps to hold a preliminary meeting at the London Tavern on the 12th of February, 1824, when, having been called to the chair, the following resolution was unanimously carried:—

“That this meeting, taking into consideration the frequent loss of human life by shipwreck, and believing that by the concerted exertions of practical men and the adoption of practicable means, such calamities might often be averted, are of opinion that a National Institution should be formed (to be supported by voluntary donations and subscriptions), for the Preservation of Life in cases of Shipwreck on the coasts of the United Kingdom; for affording such immediate assistance to the persons rescued as their necessities may require; for conferring rewards on those who preserve their fellow-creatures from destruction; and for granting relief to the destitute families of any who may unfortunately perish in their attempts to save the lives of others.”

It was then arranged that a general meeting should be convened on the 4th of March following, with the view to the formation of a National Shipwreck Institution. In the meantime, Mr. WILSON was successful in obtaining the consent of His Majesty KING GEORGE IV. to become the patron of the institution; of their Royal Highnesses the DUKES of YORK, CLARENCE, SUSSEX, CAMBRIDGE, and PRINCE LEOPOLD to be its Vice-Patrons; and the Earl of LIVERPOOL its President. The two Archbishops, the Bishops of LONDON, DURHAM, BATH and WELLS, and BRISTOL, with many others of the most distinguished of the nobility, gentry, and merchants in the kingdom, also gave their names in support of the Institution as Vice-Presidents and Members of Committee. On the 4th of March a general meeting, most respectably and numerously attended, was accordingly held at the London Tavern, at which the Archbishop of CANTERBURY

(Dr. MANNERS SUTTON) presided; the Institution was formed and at once sprung into importance. Thus Mr. WILSON had the gratification of seeing the Royal National Institution for the Preservation of Life from Shipwreck established on a permanent basis, and from that hour to within a few days of the close of his useful career, its interests occupied a large portion of his valuable time.

In 1825, H.R.H. the DUKE of YORK presided at the first anniversary dinner of the Shipwreck Institution; and the chair of the next dinner, in the year following, was appropriately taken by H.R.H. the DUKE of SUSSEX, at Mr. WILSON's solicitation.

At the Annual General Meeting of the Institution in the same year, presided over by the late gallant and revered Admiral Viscount EXMOUTH, the services of Mr. WILSON on behalf of the Society were publicly recognized by his being presented with the gold medallion of the Institution, “for his arduous exertions in furtherance of the welfare of the Institution.” He had also this year the satisfaction of seeing life-boats stationed by the Institution at Boulmer and Blyth, in Northumberland; Bridlington, in Yorkshire; Boston Deepes (now removed to Skegness), Lincolnshire; Dungeness, Newhaven, Brighton, Weymouth, Plymouth, Penzance, Bideford, Douglas, Isle of Man; Courtmacsherry, in Cork; Rossglass, Dundrum Bay, and Arklow. Some of these boats are now in use, and have been instrumental in saving hundreds of lives.

On the 30th March 1830, Mr. WILSON addressed a communication to his Grace the late Duke of WELLINGTON, soliciting the honour of his granting an interview to a deputation from the Shipwreck Institution, to point out the serious defects in the Salvage Act, and to apprise his Grace of the serious loss the Institution had sustained in the death of the late Earl of LIVERPOOL, President of the Institution, and to solicit him, as holding the same distinguished situations in the State, to allow his name to be placed as President of the Society. His Grace returned the following characteristic reply:—

“London, 30 March, 1830.

“The Duke of WELLINGTON presents his

compliments to Mr. WILSON, and has received his letter of this day.

"The Duke has devoted his whole time to the Service of the public. He would willingly receive the deputation from the Committee of the National Institution for the Preservation of Lives from Shipwreck; but he assures Mr. WILSON that he is under the necessity of attending one or other of two Committees of the House of Lords every day, and in the House of Lords every afternoon except Saturday. The remainder of his time from morning till night is scarcely sufficient for his public duties.

"The Duke feels that he should only deceive the Society if he was to pretend to be of any service to them by seeking to be appointed their President. He has already more public duties to perform than he can well attend to, and he begs leave to excuse himself for declining the honour which they are disposed to confer upon him."

In the early part of 1851, being then in his eighty-fourth year, conscious that his power to serve the Institution must be drawing to a close, he redoubled his exertions in its behalf, with the desire of seeing it before his death more widely known, and established upon a basis more proportionate to the strength of its claims.

About this time his Grace the Duke of NORTHUMBERLAND honoured Mr. WILSON with several interviews on the subject of the Institution, which resulted in his Grace's accepting the office of President to the Institution on the 1st May 1851.

Much to the gratification of Mr. WILSON, his Grace has since, on several occasions, taken the chair at the ordinary general meetings of Committee, and assisted in the proceedings of the Institution, and the following extract of a letter from his Grace respecting the name that should be inscribed, on behalf of the Institution; on the Exhibitor's Medal of the Great Exhibition,—Mr. WILSON having suggested that either his Grace's name or that of Mr. George Palmer should be engraved thereon,—will show how truly the President appreciated his worth.

"Whitehall Gardens, 14 Oct. 1851.

"MY DEAR SIR,— \* \* \* I have no hesitation in giving my opinion. The

exhibitor's medal is due to you, and should have inscribed on it, 'THOMAS WILSON, Esq., Chairman of the Royal Shipwreck Society, &c.,' and when we recollect that it was to your humanity and zeal that we are indebted for this Institution, and to your untiring perseverance that it has been so long continued, I am sure every subscriber to it will rejoice that this graceful compliment should be paid to you, and not one of them more sincerely than

"Yours very truly,

"NORTHUMBERLAND."

Just within a year of the date of this gratifying letter, Mr. WILSON'S career of usefulness was almost suddenly closed by a short illness of very acute suffering, borne with much patience. He died on the 10th October, 1852, in his 85th year, endeared to all who knew him in private life by the gentleness of his manners, the warmth of his affections, and the sterling integrity of his principles. Though he had attained to such an advanced age, his cheerfulness never forsook him, and he preserved to the last the full possession of his faculties.

The General Committee, at their meeting on the 16th of last month, having heard the announcement of the demise of their late lamented Chairman.

Resolved,

That, although so truly British, and such a great testimony of the benevolence of the late THOMAS WILSON, Esq., formerly M.P. for the City of London, exists in the Royal National Institution for the Preservation of Lives from Shipwreck, of which he was the co-founder, it is perhaps an unparalleled circumstance that, at upwards of four-score and four years, he filled the chair of the last General Meeting of Committee with that sound judgment, universal urbanity and kindness, which had been his characteristic during eight-and-twenty years and six months; that he had arduously and constantly given his personal attendance as Chairman on all occasions, and exerted himself by the influence of his name—honoured as one of the most respected merchants of the Metropolis—to raise and recruit funds for the maintenance of the Institution, as well as liberally,

himself and family, contributing towards the same. In his office as Chairman, and in co-operating with his colleagues on the Committee, having endeared himself to them in a singular manner by his wisdom and friendly bearing, one feeling animates them to offer the most cordial address of condolence possible to his family, to whom, though long spared by the Divine will to them in fulness of years, his loss must be a void irreparable; but who must derive a consolation from that which in the history of philanthropy has scarce its parallel in the fact, that during the Chairmanship of the late Mr. WILSON, rewards have been granted, under his sanction, for preservation of nearly 8,000 lives. Who can estimate the amount of anguish and mourning that has been turned to prayerful gratitude and joy? the agony, destitution, and weeping that have been spared, from those who would probably have been widows and orphans, but for the acts of benevolent self-devotion, encouraged by the honorary and other rewards of the Shipwreck Institution, of which Mr. WILSON was the active and untiring parent; and that even when these generations shall have passed away, to whom the remembrance of his great worth is yet fresh, his memory will be embalmed by the existence of a Society promoting still those generous deeds of self-devotion, that will in all times adorn the annals of this maritime country.

[Signed by the Duke of NORTHUMBERLAND, President, and the Members of Committee.]

#### ADDITIONAL LIFE-BOAT STATIONS.

DURING the last few months several additional life-boat stations have been formed along our coasts, and some old boats replaced by others on an improved construction. This is an important work, which we hope to see gradually carried forward until every prominent point on the sea-board of the United Kingdom has been furnished with the most efficient means of saving life. It must not, however, be hurried; one false step does incalculable mischief, as has lately been painfully exemplified. The desire to be

doing something, even at the risk of its being badly done, must be checked at all hazards.

Of the additional life-boats, five have been stationed on the coast of Northumberland and one on the coast of Devon. The boats for the north having been fully tested at Woolwich, as to their several qualities of stability, self-righting, freeing themselves of water, &c., were, by the courtesy of the Lords Commissioners of the Admiralty, conveyed in H. M. S. *Lightning* to the Tyne.

CULLERCOATS.—The first of these named the *Percy*, after the noble donor, is stationed at the large fishing village of Cullercoats, about 2 miles north of Shields. This boat, designed by Mr. JAMES PEAKE, assistant master shipwright in H. M. Dockyard at Woolwich, and built under his superintendence, is 30 feet long, 8 feet wide, 3½ feet deep, and has 30 inches sheer of gunwale; in lieu of great breadth of beam, the boat is given stability by a straight side and a long flat floor, and on a trial at Woolwich bore 21 men standing on one gunwale before it could be brought down on a level with the water. Its weight, including ballast and an iron keel, is 50 cwt., and it will carry 40 persons; it is built on what is called the diagonal principle, that is, two ¾-inch planks laid across each other, without timbers, as stronger and more durable. The boat is fitted internally with a tight deck, laid at the level of the load-water line; in the midships below is a cable tier, and on each side and for some distance before and abaft the tier is filled in with cork, in watertight cases. Eight delivering tubes of 6 inches diameter are carried through the deck, and are closed by Wells's self-acting valves. Above the deck air-cases extend along the sides up to the level of the thwarts, and in the ends of the boat air-cases rise up to the height of the gunwale, which latter, in conjunction with the iron keel, give the self-righting power. At Cullercoats also is placed the life-boat carriage, designed by Col. COLQUHOUN, R.A., and, by permission of the Master-General and Board of Ordnance, constructed in the carriage department of the Royal Arsenal at Woolwich, under his superintendence. A boat-house has also been erected, and the

crew are supplied with life-belts. The whole is taken charge of by a local committee, of which Mr. BARTLEMAN, late mayor of Tynemouth, is chairman, and Mr. C. U. LAWS secretary. JOHN REDFORD is 1st and JOHN CLARK 2nd coxswain of the boat, and all the fishermen are enrolled as volunteers to form her crew. They have already tried her qualities, and shown their own skill in saving some fishing cibles, overtaken at sea by an easterly gale.

NEWBIGGIN.—The second boat, in going to the northward, is stationed at Newbiggin, a large fishing village about 11 miles north of the Tyne. This boat, named the *Lati-mer*, after one of the eight baronies of the house of Percy, and built by the Messrs. FORRETT, of Limehouse, from a design by PEAKE, is 30 feet long, 8 feet wide,  $3\frac{1}{2}$  feet deep, pulls 10 oars double banked, and weighs with ballast 37 cwt. The boat is clench-built, is roomy, and will carry 35 persons, including her crew. Here is a suitable boat-house close to the water, a carriage is in course of construction, and the men are supplied with life-belts. A local committee, of which WM. WATSON, Esq., is chairman, and the Rev. PERCY SMITH, secretary, take charge of the boat. The coxswain is PHILIP JEFFERSON, and all the fishermen are enrolled as a crew and go out in turns to exercise. This boat, within a few weeks of her being first placed, also saved some fishing cibles caught at sea in a gale.

HAUXLEY.—The next life-boat on this coast at Hauxley, 9 miles from the last station, about  $1\frac{1}{2}$  miles south of the harbour at Amble, and nearly opposite Coquet Island, is named the *Warkworth*. This boat, designed and built by TEASDEL, of Great Yarmouth, is 30 feet long,  $8\frac{3}{4}$  feet wide,  $3\frac{1}{2}$  feet deep, pulls 12 oars double banked, weighs with ballast 53 cwt.; will carry 45 persons in case of need, and pull all her oars. The boat is fitted internally the same as the Cullercoats boat, will self-right and free herself readily of water. Here is a well-built boat-house close to high water-mark, on a site liberally granted by Captain WIDDRINGTON, R.N., of Newton Hall, who acts as chairman of the local committee formed of the neighbouring gentlemen, and

Mr. EDWARD WHITFIELD as secretary. A carriage has been constructed; the crews are supplied with life-belts, and the boat with anchor, cable, and every requisite. JOHN MATTHEWS is coxswain of the boat, and all the neighbouring fishermen are enrolled as a volunteer crew.

BOULMER.—The next station, 6 miles north of the last, is at Boulmer. This life-boat, named the *Prudhoe*, was constructed by Messrs. BEECHING and SON, of Great Yarmouth, and is 30 feet long by  $7\frac{3}{4}$  feet wide,  $3\frac{1}{2}$  feet deep, is clench-built, and weighs 35 cwt. when light. This boat differs from the others along the coast in being ballasted by water, of which about one ton is admitted into a closed well on the boat going afloat. The boat pulls 10 oars double banked, will self-right in the event of being upset, frees herself readily of water by means of 8 open tubes of 5 inches diameter, and will carry 30 persons, including her crew. Here is a boat-house close to the water, a carriage for the boat, and the crew are supplied with life-belts. A local committee of the neighbouring gentlemen is formed, of which Captain the Hon. FRED. GREY, R.N., acts as chairman, and the Rev. HENRY BELL as secretary. B. STEPHENSON is coxswain of the boat, and all the resident fishermen enrolled as a volunteer crew.

ALNMOUTH.—At 3 miles south of Boulmer is a small boat, named the *Lucy*, 22 ft. long and  $5\frac{1}{2}$  ft. wide, also built by Messrs. BEECHING, and fitted on the same principle. It can hardly be considered a life-boat for the general purposes of the coast, but is, it is understood, presented to the Duchess of NORTHUMBERLAND, and stationed at Alnmouth for Her Grace's special use when at Alnwick Castle.

NORTH SUNDERLAND.—At 10 miles north of Boulmer a life-boat is stationed at North Sunderland. This boat, like that at Newbiggin, was built by Messrs. FORRETT, of Limehouse, after a design by PEAKE, and is 30 feet long, 8 feet wide,  $3\frac{1}{2}$  feet deep, weighs 37 cwt. with ballast, pulls 10 oars double-banked, and will carry 35 persons. Here is a good boat-house near the harbour, and a carriage is in course of construction. The whole expense is defrayed by the Trus-

tees of the Crewe Charity, who engage to keep the boat in repair and to exercise the crew regularly.

Such, then, is the preparation along the coast of Northumberland against the loss of life from shipwreck, the whole cost of which, with the exception above named, including boat-houses, carriages, life-belts, &c., has been defrayed by the princely liberality of the Duke of NORTHUMBERLAND; the sole condition stipulated for by His Grace is that the several local Committees, in conjunction with the Shipwreck Institution, shall keep the boats in repair and regularly exercise the crews at least once each quarter, as the value of a life-boat depends quite as much, if not more, on her sailor-like management by her crew than upon the form of the boat. This, then, is a point of the utmost importance, and we feel satisfied that the gentlemen who have so readily come forward to form the local Committees will cordially unite in assisting to carry out His Grace's humane intentions, by vying with each other whose boat shall do best, and creating a spirit of emulation among their crews as to which boat shall be most skilfully managed. A finer body of young men, chiefly between the ages of twenty-five and forty years, who have come forward as volunteers to form the crews at the several stations, has seldom been seen; they have brawny arms and willing hearts, and all they want is a habit of rowing together in a boat differing considerably from the coble they have been accustomed to; but this a little steady practice will soon accomplish. We heartily bid them "God speed."

#### ANCHOR-SHOT AND GRAPNEL-SHOT.

ONE of the chief difficulties attendant upon life-boats, consists in launching them from an exposed beach. It is rarely, if ever, that a boat can be launched from a carriage direct into the open sea in a gale of wind; although it is probable that it may be safely done from the carriage built by Col. COLQUHOUN, R. A., and now stationed at Cullercoats, near the Tyne. Generally speaking, however, this preliminary diffi-

culty causes great delay, great waste of valuable time, and expends the strength of the boat's crew before they begin to use their oars. Any good method, then, of facilitating this operation would be a valuable boon. At Yarmouth, Aldbro', and some other places on the east coast of England, it is the usual practice, when the winter season sets in, to lay out an anchor with a warp, brought to the beach; and a good practice it is. But it only enables the boat to be launched at one spot; and it not unfrequently happens that a wreck takes place at some distance to windward, when it is easier to transport the life-boat by land opposite the wreck, than to row there under oars. On such occasions the anchor-shot proposed by Captain JERNINGHAM, R.N., and the grapnel-shot by Mr. DUFFIELD OFFORD, of Great Yarmouth, may be found very useful. The former of these is fully described in the Appendix to the Report of the Northumberland Committee on Life-boats, where a woodcut of it is given; the latter, which is in no respect inferior to the former in usefulness, is not so well known as it deserves to be, although a full-sized specimen of it was shown at the Great Exhibition.

The characteristic feature of both the anchor and grapnel-shot is, that the flukes are made movable at the crown (which is oval in the grapnel and rather more cylindrical in the anchor), and close up when inserted in the mortar: each weighs about 45 lbs., and is fitted to be fired from the usual 5½ inch mortar supplied to the Coast-guard. The anchor has, as usual, a stock; also a small clip, which falls over the points of the flukes when shut, to secure them close to the shank, and falls off when fired. The grapnel has five flukes, no stock, no clip, but a sort of latch loaded at one end, which shuts up into the shank until fired, when it falls across, and prevents the flukes from closing. The length of the shank in each case is about 30 inches, and either could be made for about 3*l*.

The accident which led to the invention of the grapnel-shot was the destruction of the *Phoenix*, a large yawl of Great Yarmouth, on the 26th January, 1845, when going to

the assistance of a collier-brig wrecked at the north end of the Scroby Sand, opposite Caister, in a N.W. gale, when seven beachmen perished. On the 24th December of that year Mr. OFFORD's model was exhibited at a meeting of the Yarmouth Shipwreck Society, and much approved. In January, and again on the 7th February, 1846 (as it appears from the *Norfolk News*), the shot was tried on the beach in presence of Captain MANBY, and many persons, and gave great satisfaction. In March, 1846, both it and the anchor-shot were tried at Woolwich, in the presence of Col. DUNDAS, R.A., and others, and were successful,—yet, strange to say, neither seems to have been adopted at any Life-boat Station—so slowly do improvements work their way.

An opportunity was recently afforded of trying both these shots on the Herd Sand at South Shields, in the presence of many of the Tyne pilots, also at Grimsby on the Humber, the results of which are annexed in the following Table. They show that with a charge of 8 oz. of powder the anchor or grapnel may be thrown from 120 to 150 yards, carrying out a 2-in. Manilla line, and that its holding power in tolerable ground is equal to the strength of 12, or occasionally of 15 men. It is recommended to use two anchors, or grapnels, fired one after the other, and to marry the lines together, which, there is little doubt, would enable the crew to haul the life-boat off against a moderately heavy sea.

As while lying on the beach, sand is likely to get into the hinges of the grapnel-shot, it is advisable to dip it once or twice into a bucket of clean water, just before placing it in the mortar; with this simple precaution there is no fear of the flukes not opening out.

The shots were in each case fired from the same sized 5¼-in. mortars, laid at 30° elevation, with the same charge of powder, the same 2-inch Manilla line, and by the Coast-Guard; at Shields under charge of Mr. MILLER, Chief Officer, and at Grimsby under Inspecting Commander POWER and Lieut. HAY, R.N.

## Anchor-Shot.

Trial.	Charge.	Range.	To haul it home.
	oz.	yds.	men.
1	10	150*	10
2	12	170*	0†
3	8	164*	10
4	8	158	9‡
5	10	160	15
6	10	160	0§

## Grapnel-Shot.

Trial.	Charge.	Range.	To haul it home.
	oz.	yds.	men.
1	8	126	8
2	8	126	8
3	10	170	12
4	12	155	0
5	12	140	14
6	10	160	15

\* In these three trials the line was dry.

† The shank unscrewed and the flukes laid flat and would not bite.

‡ Line under the stock.

§ Shank of anchor bent and flukes did not bite.

|| Flukes did not open out, owing to sand having got into the hinges.

## LIFE-BELTS.

No life-boat station can be considered complete without a set of life-belts for the boat's crew, and the several local committees should insist upon having them, and upon the belts being put on, before the men go afloat. The qualities essential in a good life-belt, for life-boat purposes, are that it should be light, compact, and flexible, so as not to inconvenience the rower, for if it does so we may be sure it will not be worn. It should have ample buoyancy, but not more than sufficient, be little liable to damage, and economical in cost, or it will not be generally adopted. It is not easy to find a belt that combines all these requisites; we must, therefore, take that which comes nearest to it until a better is found.

Cork life-belts, from the indestructibility of the material, and as not liable to injury, would stand first on the list for every purpose except for rowing in a boat; but it is found that cork belts are generally made too rigid to allow a man the free use of his arms and muscles. If this defect could be remedied, cork would be preferable to any other material in common use. A simple



jacket or shirt made of old bottle corks, strung together by twine passed lengthways through the centre, as proposed by JOHN WHITE, commissioned boatman of the Coast-guard at Hornsea, is the best adaptation of cork we have seen. If some of the manufacturers of life-belts would take a hint from this jacket, and exercise their skill upon it, we believe that cork would carry the day.

There are, however, woods lighter than cork, and, we believe, equally impervious to moisture, but they are not easily procured in this country; such as the baobab (*Adansonia digitata*) of Senegal and Teneriffe, and the balsa-tree of Peru, of which the native makes his raft, or, as the Spaniards term it, *balsa*.

Several other materials have been tried, as dried rushes; but experience shows that these, although very light at first, cannot be depended upon, but will imbibe moisture, unless inclosed in a waterproof covering. The life-belts worn by the six poor fellows recently drowned at Rhyl by the upsetting of the life-boat were of dried rushes! Hair also has been tried, and as an elastic

padded shield for the chest would be good if not too rigid; but it must likewise have a waterproof cover. The only alternative seems to be air enclosed in a waterproof case, which can be inflated at pleasure. The objection to this belt is that a puncture would be fatal to it, and thus we have a choice of difficulties. The experience of boatmen who use belts seems in favour of the air life-belt: these are used by the Yarmouth beachmen, who cover them with a piece of dungaree for protection. Seeing the risk that is incurred by a single air-case, it has been proposed to use one divided into two lengthways, or another divided into four compartments, to be inflated respectively at two or four valves or nozzles, half on the upper and half on the lower part.

In the following table are recorded the results of some experiments, carefully made at Shields in September last, when Captain WARD, R.N., Life-boat Inspector, put the belts on one after another, and gave each of them a fair trial in the water:—

Life-Belts.	Carte of Hull,			Silver.
	No. 1.	No. 2.	No. 3.	
Weight when dry - - - - -	lbs. ozs. 3 10	lbs. ozs. 2 8	lbs. oz. 2 0	lbs. ozs. 3 12
Weight after one hour's immersion - - -	4 4	3 0	4 0	- -
Nature of buoyancy - - - - -	Cork.	Cork.	Cork shavings.	Hair.
Length, width, and thickness, in inches -	32 × 10 × 1½	36 × 8 × 1	37 × 5½ × 1½	24 × 12 × 2¼
Will support in water - - - - -	14 lbs.	8½ lbs.	4½ lbs.	20 lbs.
Rigid or supple - - - - -	Rigid. <sup>a</sup>	Rigid. <sup>b</sup>	Rigid. <sup>c</sup>	Rigid. <sup>d</sup>
Cost - - - - -	14s.	13s. 6d.	- -	8s. 6d.

Life-Belts.	Macintosh.		Edmiston.	Ward,
	No. 1.	No. 2.		
Weight when dry - - - - -	lb. ozs. 1 6	lb. ozs. 1 4	lb. ozs. 0 12	lbs. ozs. 2 6½
Weight after one hour's immersion - - -	1 14	1 12	1 0	3 0
Nature of buoyancy - - - - -	Air.	Air.	Air.	Air.
Length, width, and thickness, in inches -	46 × 7 × 2	40 × 6½ × 2	42 × 5 × 1	46 × 10 × 1½
Will support in water - - - - -	21 lbs. <sup>e</sup>	19 lbs. <sup>e</sup>	8 lbs. <sup>f</sup>	28 <sup>g</sup>
Rigid or supple - - - - -	Supple.	Supple.	Supple.	Supple.
Cost - - - - -	7s. 6d.	7s. 3d.	12s. 6d.	18s. 6d.

<sup>a</sup> Four compartments, having 6 pieces of cork in each, or in all 24 pieces.

<sup>b</sup> Nine pieces of cork, 4 inches wide, 8 inches long, and 1 deep. It will barely support a man.

<sup>c</sup> This belt has been withdrawn from the market, and would not be noticed here but that the life-belts at Scarborough, Filey, and Bridlington, if not at Spurn, were of this sort in November last. It is unequal to support a man. From 15 to 20 lbs. would seem to be the proper amount of buoyancy for a man likely to be overboard with his clothes on.

<sup>d</sup> The bulk of this belt, and the case not being waterproof, are the objections to it.

<sup>e</sup> Serviceable and economical belts. Messrs. Macintosh liberally supply these belts at cost price for life-boat service.

<sup>f</sup> Barely sufficient buoyancy to support a man in the water.

<sup>g</sup> Air-belt divided into 4 compartments, inflated by 2 valves at the upper edge and 2 at the lower. Proposed by Captain WARD, R.N., and made by Messrs. MACINTOSH, according to order.

No.	Dimensions, &c.	Hartlepool.	Aldbro'.	Appledore.
		Ft. In.	Ft. In.	Ft. In.
1	Length, extreme - - - - -	35 0	32 0	31 0
	,, of keel - - - - -	29 6	29 0	28 6
	Breadth, extreme - - - - -	9 6	8 6	8 4
	,, at 1-6th the length from extremes - - -	7 0	6 8	5 10
5	Proportion of breadth to length as - - - - -	1 to 3·68	1 to 3·75	1 to 3·72
	Depth of waist to under-side of keel - - - - -	3 8	3 8	3 6
	Height of stem and stern - - - - -	6 6	6 0	6 0
	Sheer of gunwale - - - - -	2 4	2 4	2 6
	Rake of stem and stern post - - - - -	2 6	1 6	1 3
10	Number of thwarts - - - - -	6	6	6
	Distance apart of thwarts from centre to centre - - -	3 2	3 0	2 11
	Length of stern sheets - - - - -	5 0	4 6	4 0
	Depth of midship thwart below gunwale - - - - -	0 9	0 9	0 8
	,, of fore thwart below gunwale - - - - -	1 0	0 10	0 8
15	Height of mid-thwart above deck - - - - -	1 2½	1 2	1 3½
	,, of deck above under-side of keel - - - - -	1 9	1 8	1 6½
	Number and length of oars - - - - -	12 of 15 ft.	12 of 14½ ft.	12 of 14½ ft.
	Width and depth of side air-cases, in inches - - - - -	20 × 12½	16 × 12½	14 × 13
	Length of raised air-case at each end - - - - -	5 0	4 6	4 8
20	Capacity for holding water to level of thwarts - - - - -	144 cubic ft.	124 cubic ft.	94 cubic ft.
	Number and diameter of delivering tubes - - - - -	8 of 6 inches	8 of 6 inches.	8 of 6 inches
	Proportion of delivering area to capacity - - - - -	1 to ·60	1 to ·52	1 to ·39
	Time required for freeing boat of water - - - - -	-	-	30"
	Weight of boat, or light displacement - - - - -	50 cwt.	45 cwt.	52 cwt.
25	Displacement at load-water line, with crew and stores - - -	120 cwt.	86 cwt.	82 cwt.
	Capacity for crew and stores - - - - -	70 cwt.	41 cwt.	30 cwt.
	Proportion of oars or power to light displacement - - - - -	1 to 3·75	1 to 3·75	1 to 4·42
	Draft of water in inches, light, with crew, extra load - - -	-	-	-
	Height of free board, light, with crew, extra load - - - - -	-	-	-
30	Number of men will carry, and pull all oars - - - - -	50	45	42
	Stability, as shown by number of men required on one } gunwale to bring it level with water - - - - - }	-	-	20
	Ballast, nature of and weight - - - - - }	Iron 11 } cwt. Cork 4½ } 16	Iron 9 } cwt. Cork 4½ } 13½	Iron 8 } cwt. Cork 4 } 12
	Does the boat self-right? - - - - -	Yes.	Yes.	Yes.
35	Depth of keel - - - - -	0 6	0 5½	0 6
	Of what material, and how built - - - - -	-	Elm, clench	Elm, diagonal
	By whom designed - - - - -	Peake.	Peake.	Peake.
	Name of builders - - - - -	-	Forrestt, of Limehouse.	Wallis, of Blackwall.
39	When built - - - - -	*	1853†	1851

The drawings of the above boats, with the exception of those built at Yarmouth, were made by  
\* Design sent to the Tees Bay Society. † Building.

BUILDING IN CONNEXION WITH THE SHIPWRECK INSTITUTION.

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Collercoats.	Newbiggin, N. Sunderland.	Hauxley.	Boulmer.	Whitehaven, Barmouth, Bude, and Lyme Regis.	Cemlyn and Sennen.	Alnmouth.	No.
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	
30 0	30 0	30 0	30 0	27 0	25 0	22 0	1
27 0	26 4	27 6	27 6	22 0	20 6	19 0	
8 0	8 0	8 9	7 8	7 6	6 8	5 6	
6 0	5 6	6 6	4 9½	5 8	4 6	4 2	
1 to 3·75	1 to 3·75	1 to 3·43	1 to 3·91	1 to 3·60	1 to 3·75	1 to 4·00	5
3 8	3 6	3 9	3 8	3 5	3 2	2 10	
6 0	5 10	6 0	6 0	5 3	5 2	4 7	
2 4	2 4	2 3	2 4	1 10	2 0	1 9	
1 6	1 10	1 3	1 3	2 6	2 3	1 6	
6	5	6	5	4	4	4	10
3 0	3 0	3 0	2 11	3 0	3 0	2 9	
-	4 0	3 4	4 4	4 6	4 0	3 10	
1 0	0 9	0 9	0 8	0 8	0 8	0 7	
1 2	0 9	0 9	0 11	0 8	0 8	0 10	
1 3	1 3½	1 3½	1 4	1 3½	1 3	1 0	15
1 5	1 5½	1 8½	1 8½	1 5	1 4	1 4	
12 of 14½ ft.	10 of 14 ft.	12 of 14½ ft.	10 of 13½ ft.	8 of 14 ft.	6 of 13 ft.	4 of 13½ ft.	
14½ × 14	13 × 14	15 × 13½	19 × 15	11½ × 13½	13 × 12½	13 × 12	
3 10½	4 3	4 6	5 4½	4 0	3 6	3 8	
103 cubic ft.	131 cubic ft.	146 cubic ft.	108 cubic ft.	115 cubic ft.	85 cubic ft.	50 cubic ft.	20
8 of 6 inches	8 of 6 inches	8 of 6 inches	8 of 5 inches	6 of 6 inches	6 of 6 inches	8 of 3½ ins.	
1 to ·43	1 to ·54	1 to ·60	1 to ·62	1 to ·63	1 to ·47	1 to ·65	
40*	40*	46*	30*	-	-	30*	
50 cwt.	35 cwt.	53 cwt.	35 cwt.	32 cwt.	28 cwt.	14 cwt.	
80 cwt.	80 cwt.	90 cwt.	50 cwt.	56 cwt.	45 cwt.	-	25
30 cwt.	45 cwt.	37 cwt.	15 cwt.	24 cwt.	17 cwt.	-	
1 to 4·17	1 to 3·50	1 to 4·42	1 to 3·50	1 to 4·00	1 to 3·50	1 to 3·50	
16—19—22	14—17—20	16—19—21	18—23—25	-	-	13—16—19	
26—23—20	28—25—22	29—26—24	26—21—19	-	-	21—18—15	
40	42	45	30	-	-	15	30
21	23	26	17	-	-	7	
Iron 7 } cwt. Cork 3 } 10	Iron 6 } cwt. Cork 4 } 10	Iron 7 } cwt. Cork 3 } 10	Water 25 cwt.	Iron 5 } cwt. Cork 3 } 8	Iron 5 } cwt. Cork 3 } 8	Water, 15 cwt.	
Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	
0 5	0 5	0 6	0 4	0 5½	0 5	0 3½	35.
Elm, diagonal Peake.	Elm, clench Peake.	Larch, diagonal Teasdel.	Oak, clench Beeching.	Elm, clench Peake.	Elm, clench Peake.	Oak, clench Beeching	
Woolwich Dockyard.	Forrestt, of Limehouse.	Teasdel, of Yarmouth.	Beeching, of Yarmouth.	Forrestt, of Limehouse.	Forrestt, of Limehouse.	Beeching	
1851	1852	1851	1852	1853	1853†	1852	39.

Mr. JOSEPH PROWSE, after Mr. PEAKE'S design, and the boats were built under his superintendence.

### LYTHAM AND RHYL LIFE-BOATS.

The recent sad accidents at Lytham and at Rhyll, by the upsetting of the life-boats stationed at these two places, are so calculated to destroy confidence in all life-boats among those unacquainted with the exact circumstances of the case, that it becomes an imperative duty to the public, 1st, to point out the causes which led to the upsetting of the boats; 2ndly, to show that such causes do not exist in life-boats as at present built by the National Shipwreck Institution; and, lastly, to endeavour to derive from these disasters some warning in the management of all life-boats for the future.

It is undoubted that in both these cases the imprudent carrying of sail was the immediate cause of the accident. Life-boats have nothing to do with sails, and they should be forbidden in most, if not in all, cases. The Yarmouth, Lowestoft, Southwold, and Deal boatmen are so skilful in the management of their boats, that they, perhaps, form an exception; but as a general rule sails should not be allowed in a life-boat. In making for the beach before a heavy sea, it is the common practice with boats on the coasts of Northumberland and Yorkshire, when they see a heavy breaker following them, to hold water with their oars, or even to back the boat towards it, rather than to pull from it, as in the latter case it is most probable the boat will broach-to and get filled, and even risk being upset. Now if a boat is under sail, she cannot be backed or her way be stopped with safety; and it was in running in for the shore, under sail, that the Rhyll life-boat was thus caught by a breaker and upset.

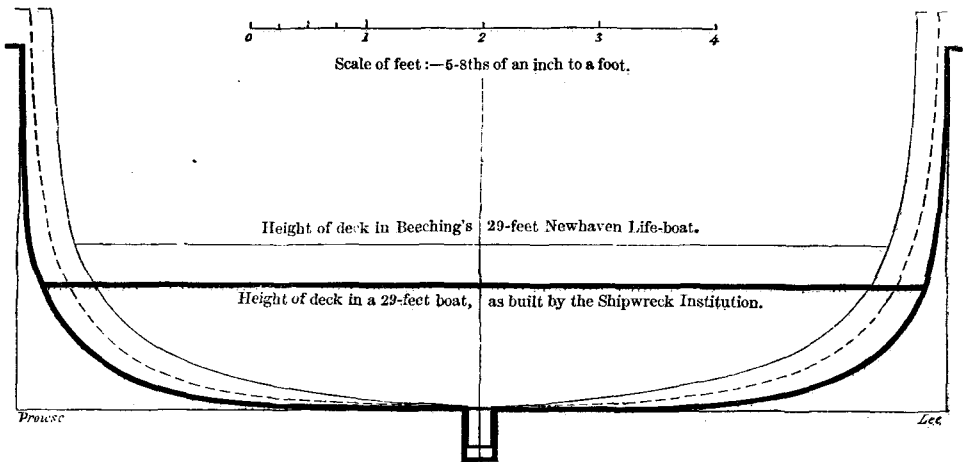
In the present instances not only have the boats got sails, but sails more adapted for racing than for storm-sails; the boats are besides faulty in their form, faulty in their fittings, and faulty in their mode of ballasting, as we shall proceed to show. The Lytham boat is 28 feet long, 7 feet wide,  $3\frac{1}{4}$  feet deep, and has 25 cwt. of water ballast. The Rhyll boat is 26 feet long, has 7 feet (?) beam, is 3 feet deep, and has 18 cwt. of water ballast. Both boats were built by the Messrs. BEECHING, of Yarmouth, by order of the Ship-

wrecked Fishermen and Mariners' Benevolent Society. As these builders gained the premium offered by the Duke of NORTHUMBERLAND for the best model of a life-boat, it has generally been supposed, and so stated in the newspapers, that these boats were built after that model. The public, however, will be surprised to learn that such is not the case; and, further, that with the exception of the Ramsgate and Boulmer boats (and they not strictly), not one of the boats built by the Messrs. BEECHING is on the lines of the model that gained the prize. This, of course, is not our affair. If Messrs. BEECHING choose to alter the proportions of their boats, and they find purchasers simple enough to take such boats off their hands without measurement or examination, they are perfectly at liberty to do so; but then they must not call their boats after the prize model, nor attach a brass plate to their boats with the words "Northumberland Prize Boat" conspicuously engraved on it.

We have had no opportunity of obtaining the lines of the Lytham and Rhyll life-boats; but we have been enabled to get those of a 29-foot boat built by Messrs. BEECHING for Newhaven; and the annexed wood-cut shows by the inner fine line the midship section of that boat, carefully taken off by Mr. JOSEPH PROWSE, draftsman of Her Majesty's Dockyard at Woolwich, at distances of only 6 inches apart instead of at 3 feet apart, as is usual. The ticked line in the same diagram represents the breadth of beam and form the boat should have had if built after the prize model; and the outer strong line shows the form given by Mr. PEAKE to the life-boats recently placed on the coast of Northumberland, at Newbiggin, and North Sunderland; and others built for Bude, Whitehaven, &c., by Messrs. FORRESTT, of Limehouse, for the Shipwreck Institution. It will be seen on inspection that the breadth of beam of the Newhaven boat has been considerably diminished, which reduction, of course, influences the form below the water-line, while the deck and thwarts are retained at the same height; thus the top weights remain with a diminished form to support them. But this is not all. On inspecting the body-plans of the prize model

and of the Newhaven boat, which we have had drawn on the same scale, and placed side by side, it appears that the model boat has a nearly straight side, or retains her breadth for a distance of about 12 feet, or 6 feet each side of the midship section (or, as builders term it, the dead flat), and then gradually decreases in fair proportion, thus carrying her bearing well forward and aft, which gives her the requisite stability. On the contrary, the Newhaven boat, after 6 feet,

suddenly falls in both above and below, producing a very lean bow, which decreases the bearing considerably, and does away with that form so necessary to give stability. We had intended to show this contrast also in a diagram, but the limits of our paper will not admit of it; we have, therefore, prepared a drawing of the boats, on the scale of one inch to a foot, and deposited it in the office of the Shipwreck Institution, where any one may see it that feels interested in the question.



.. We have said enough to show that these boats have no claim to be called Northumberland prize boats; we therefore desist. We might enlarge upon the defects of the Lytham, the Teignmouth, and other boats, and point out that their end air-cases, instead of being water-tight, as in the prize model, are lockers with doors in them; that the water-ballast escapes by the pump-hole every time the boat rolls, and the tank thus not being full the ballast becomes shifting ballast; and that from the want of bearing in the form of the boats, and having no valves to their delivering-tubes, the water stands 6 inches on their decks with only the gear and crew on board;—but it is not our province, and certainly not our inclination to do so. We were compelled for truth's sake to say thus much, but have no wish to bear hardly upon the Messrs. Beeching—quite the contrary. Their model fairly gained the prize at the competition against 270 others, and if the award were

to be made again to-morrow upon the same models it must still be given to them. They boldly grappled with the difficulties, and succeeded in producing a model which fulfilled the chief conditions required in a life-boat, and if they will be true to themselves, and build strictly according to the lines of their model, they will build a life-boat that need not fear any weather. But they must now be convinced, as they were shown in the Northumberland Report, that even a better boat than theirs can be built. Let them then abandon their water-ballast, lower their decks, close up their end air-cases, and make them water-tight; put self-acting valves in their delivering tubes, build their boats with a straighter side, and give them a fuller form below the water-line, and they might then safely challenge all England to produce a better life-boat than they could build if they pleased.

## SAILORS' HOMES.

Among the many movements to which the philanthropic spirit of the age has given birth, few are entitled to a larger share of public sympathy and support than such as have for their object the well-being and improvement of those classes whose labour and industry so greatly contribute to the advancement of the national prosperity.

Of those classes none we consider have a greater claim on the public than merchant seamen. In the ordinary course of their duties at sea they are subject to privations and hardships of which landmen have little notion; they have neither leisure nor opportunity for self-culture or improvement of the mind, have no one to guide or direct them, and when they set foot on shore after the toils and dangers of a long voyage, are made the prey of organized gangs of crimps and swindlers who haunt them as long as their money lasts, decoy them into all sorts of improvidence and debauchery, and do not quit them till they have stripped them bare and left them penniless.

Bearing in mind the important nature of the service which our commercial marine is called upon to render, one would have thought that everything that could be done for elevating the condition and mitigating the hardships of men so engaged would assuredly have been attempted. This, however, is far from being the case; and there is no one in the slightest degree acquainted with their history but must be aware that of all the classes of this great social community, none has hitherto been so grievously neglected both by the Legislature and the people as that of our merchant seamen.

It is gratifying to find that public attention is at length directed to the many evils arising from this state of things, and that measures of various kinds for their mitigation and removal are already on foot. The Mercantile Marine Act will effect much on board a ship in insuring the kinder treatment of the sailor on his voyage, and in setting him a better example in the master and mate, who must now be men of some education. Amongst the schemes that have been devised for his comfort and improvement on shore, few, we

think, are likely to be more useful and valuable than SAILORS' HOMES, institutions which have already been established in several of our principal ports, and the object of which is to provide for the seaman when on shore, board, lodging, and medical attendance on the most moderate terms, to protect him from the extortion and imposition he is at present exposed to; and by providing an ample library and well-stocked reading-room, to endeavour to rescue him from the public-house, and to imbue his mind with a taste for higher pursuits and moral improvement. Any who have witnessed the influence exercised by a happy, cleanly, well-ordered home, in eliciting all that is good, in repressing all that is evil, and in fortifying all that is virtuous and strong in the character of its inmates will, we think, readily admit that a well-conducted institution of this character is admirably adapted to the wants of the sailor, and might do much to advance his mental and moral improvement. In London, Liverpool, Dublin, Portsmouth, Plymouth, and Falmouth, or wherever institutions of this kind have been tried, their success has been most signal—slow at first, but sure in the end.

It was in the year 1828, now a quarter of a century ago, that that true friend to sailors, the ever-to-be-lamented Captain ELLIOT, R.N., first proposed the establishment of a Sailors' Home in the metropolis: he and the devoted men who then united their energies in this great work steadily pursued their Christian purpose, and overcoming all opposition and discouragement, never relaxed in their exertions until in 1835, they were permitted to complete the building which now stands in Wellclose-street, London Docks, and open its doors to the seamen of England. Since that period we learn from Captain GEORGE PIERCE, R.N., the zealous Secretary of the Institution, not less than 55,371 men have passed through the Home, and during the last year 4,745 boarders have been received, who have deposited in the cashier's hands upwards of 30,000*l.* of their money, of which about 8,000*l.* have been transmitted by the officers of the Institution to meet the men at their own homes, or to their relatives in different parts of the country; and 3,400*l.*

are deposited in the savings'-bank of the Home.

One very important feature in connexion with the Home is the establishment in the building of shipping offices by the Board of Trade. After nearly two years' experience of their working they are found to answer well and to be beneficial to the seaman. The facility of obtaining a suitable ship without the intervention of the crimp; the value the seamen attach to the characters they can receive after the termination of the voyage, which are registered for future reference; the protection afforded them of receiving their wages in the presence of an officer who is bound to afford them his assistance and advice in case of any error or overcharge in their accounts; these are advantages they never before possessed, and will, it is hoped, tend to improve their habits, and elevate their character.

In addition to the board and lodging that is provided at the Home, there are evening schools at which navigation, writing, and arithmetic are taught without any extra charge; and in several cases young men have thus received sufficient instruction to enable them to undergo the public examination now required previous to their being employed as officers in the merchant service. A course of winter lectures on the steam-engine and other useful subjects has been given and well attended; and a well-selected library and a reading-room are attached to the Institution. And while so much has been done for the temporal well-being of sailors, their spiritual welfare has not been forgotten, and a Seaman's Church in connexion with the Establishment has been open for five years, at which the attendance has been most satisfactory, and which has afforded to many a poor sailor the opportunity of the means of grace, which otherwise it may be feared he might never have enjoyed.

An equally encouraging aspect is presented in the Report of the Portsmouth Sailors' Home for the past year; although yet in its infancy, and chiefly confined to men of the Royal Navy, no fewer than a thousand seamen have been its inmates during a single week, and a sum of 2,500*l.* has been placed for safety in the hands of its superintendent.

These are gratifying and encouraging results, and should induce us to go forward in setting on foot similar Homes in all our principal sea-ports.

Liverpool, as might have been anticipated in that city of merchant princes, has reared a magnificent building, devoted to the comforts and welfare of seamen. Its citizens have shown by their liberality that they feel how much they are indebted to sailors for the wealth and luxuries they enjoy, and they have repaid it by providing for them a noble Institution, worthy of the first commercial port of the empire.

At Dublin a Home for Sailors has been established chiefly through the influence of the late worthy Admiral DUDLEY OLIVER, and the labours of Captain W. H. HALL, R.N., the latter of whom has been indefatigable in his exertions to keep the subject before the public, and has visited many of the principal sea-ports of the United Kingdom, with a view to establishing similar institutions. The Dublin Home was opened in July 1849, and has continued in operation since that time. Negotiations are on foot for establishing a Home at Belfast, a port which by the public spirit and enterprise of its merchants, and a free and judicious outlay of money upon improvements in its harbour, has a large and rapidly-increasing foreign trade. The beautiful and spacious port of Cork, too, in the south of Ireland, is an appropriate spot for a Home, and we hope ere long to see one established there.

In Scotland, Homes have for some time been opened for sailors at Aberdeen and Dundee on the east coast, and there seems a fair prospect of similar institutions being established at Glasgow and Greenock on the Clyde, and at Stornoway in the Hebrides. Of all places Glasgow, with its large foreign trade, needs an asylum for sailors; Greenock, *and Leith the port of Edinburgh, should not* be without them.

In England, as before mentioned, Homes are established in London, Liverpool, Portsmouth, Devonport, Falmouth, Sunderland, and Dover. At Falmouth, where great difficulties had to be contended with, a Home has recently been opened, with the important feature of a sick-ward attached to it, and so

valuable has this offer of medical aid been found, that already it has become necessary to extend the accommodations from twenty-eight to forty sleeping berths, owing to the number of sailors arriving in the port after a long and harassing sea voyage, many of them debilitated by scurvy and other complaints. This appears a valuable feature in Homes, which should not be lost sight of in other similar establishments, and it is one that a sailor is likely to appreciate. At Dover, a Home with a reading-room, and sick-ward for the fishermen of the place has been temporarily opened; we hope a savings' bank will be attached to it; there is nothing that fishermen require more unless it be a system of mutual insurance against loss of nets, gear, and boats, yet not so much at Dover as in the north of England.

A central institution in London, with an office at 35, Craven-street, Strand, has been established for the purpose of furnishing information on all points connected with Sailors' Homes; and we learn from thence that Mr. MONEY WIGRAM, the well-known ship-builder, has recently contributed one hundred guineas towards the erection of a Sailors' Home in Poplar. The Homes at Devonport and Portsmouth, as being specially devoted to the Naval service, have received liberal donations from many naval officers, but particularly from the DUKE of NORTHUMBERLAND, who, as First Lord of the Admiralty, has earned for himself the proud title of the Sailors' Friend. His Grace not only contributed 200*l.* to each of these establishments, but visited that at Portsmouth by night as well as by day, to be an eye-witness of its orderly and excellent arrangements.

At Bristol a large house has been purchased, and will shortly be ready for the reception of seamen; and at Cardiff, in South Wales, there seems a prospect. But while noticing these public establishments, we must not overlook the first private Home set on foot by Mr. GREEN, the eminent ship-builder and ship-owner, who has built a comfortable Asylum for the men employed in his numerous fleet on their return to the Thames, and where their wants and wishes

are carefully attended to. This establishment, which was opened in June, 1841, is supported entirely at the private expense of Mr. GREEN, at a cost of not less than 500*l.* a-year, and yet is open to all sailors. There is a spacious hall or reading-room, separate cabins for 200 men, and a chapel and schools adjoining; it will well repay a visit to all who take an interest in the welfare of sailors. We were told, when there lately, that one of the most recent visitors was the DUKE of NORTHUMBERLAND.

The above institutions do honour to the country. In looking over the list, however, one cannot fail to be struck at some remarkable omissions. Where is Hull—the birth-place of Wilberforce—with its large Baltic trade, and its princely almshouses for decayed master mariners, does it not need a Home for the poor sailor? Where, too, is the Tyne? In a port possessing one-eighth of the whole tonnage of our island, with arrivals and sailings of upwards of 40,000 vessels a year, thus exceeding both London and Liverpool; with the wealthy towns of Newcastle, Gateshead, and North and South Shields on its banks; with its high level bridge, the admiration of Europe; with the statue of Collingwood on the Tynemouth heights, as a memento of what the sailors of the Tyne have done for their country; in such a port shall there be no Home for the sailor? We are thankful to be able to answer in the affirmative. The "Sailors' Friend" has again come forward; the DUKE of NORTHUMBERLAND, who has just supplied the coast with life-boats, has most munificently offered to bear half the expense of erecting and fitting up a suitable building for a Sailors' Home, provided the remaining part be made up by public contribution. This truly noble offer has at once been accepted, the merchants and ship-owners of the Tyne have responded to the appeal, and at a public meeting lately held at North Shields, a sum of 1,300*l.* was at once subscribed, and plans for the building are to be prepared forthwith.—May we not reverently add in the words of the Psalmist, "Prosper Thou the works of our hands, O Lord! O prosper Thou our handiwork!"