

# THE LIFE - BOAT,

OR

**JOURNAL OF THE NATIONAL SHIPWRECK INSTITUTION.**

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## REMUNERATION FOR SAVING LIFE FROM SHIPWRECK.

ANY person who has travelled on our sea-coasts, and has been in the habit of conversing with the fishermen and other seamen at the various ports, fishing-towns, and watering-places, on the subject of their rendering assistance to shipwrecked crews, will have probably been struck with the very general complaint of their being insufficiently remunerated on such occasions. And perhaps the conclusion at which he may arrive on the contemplation of this circumstance may be, that, after all, the whole tribe are a mercenary race, and that it has been a great mistake to suppose them actuated by the noble feelings from which we would willingly believe every act of heroism to arise, especially when its primary object is to save the life of or otherwise materially benefit a fellow-creature.

Whilst, however, it may be wrong to suppose that our sea-coast mariners are invariably actuated by the highest motives on such occasions, or to conclude that they act very differently from what other classes of men would do in analogous circumstances, yet it would be equally erroneous to arrive at any such wholesale disparagement of them as to imagine that personal gain is the chief stimulant which urges them to risk life and limb on such hazardous enterprises.

Mankind, indeed, taken collectively, and on the average, have through all times been formed much in the same mould. Noble aspirations and heroic dispositions, as well as the numerous faults and infirmities of our fallen nature, have existed innate in the human breast, in all countries, under all forms of religious belief, and amongst all

classes of society; although the former have shone forth more brightly and more generally, or the latter have obtained a more prevailing influence, according as the different outward circumstances in which men have been placed have been more favourable to the growth of the one or the other.

Looking, then, at the class of men who form the subject of these remarks, as being spun with the same "mingled yarn—good and ill together" as ourselves, we have evidently no right to expect that they should be all philanthropists, ready to sacrifice their time—their property—their health—and their lives, with all life's interests and ties, at the call of humanity, and without other inducements, such as wealth or fame, which as secondary causes act so powerfully on the mass of mankind, to lead them on to the performance of great actions.

May there not, therefore, be much justice in the general complaint amongst them of their services being inadequately requited, and often insufficiently appreciated, although they may sometimes be actuated by motives of cupidity?

We will accordingly suppose it granted, that men who at the risk—and often imminent risk—of their own lives, go off to the wreck, to save those of others, are in equity entitled to receive pecuniary remuneration for the same. The question next arises—by whom are they to be paid? And 1st, does the law of this country make provision for them, or, in other words, have they a *legal* claim on any parties whatsoever?

2ndly. If the law makes no such provision, are they sufficiently remunerated from any other sources?

On the first head, our own conviction is, that the law intends to make such provision, although there is sufficient ambiguity in those clauses of the Wreck and Salvage Act which apply to the case to have led to diversity of opinion respecting their correct interpretation.

The clauses to which we allude are the 13th, 19th, and 21st sections, cap. 99, of the 9th and 10th Victoria.

The 19th sec. states—"That every person (except receivers under the Act) who shall act, or be employed in any way whatsoever, in the saving or preserving of any ship or vessel in distress, or of any part of the cargo thereof, or of *the life of any person on board the same*, or of any wreck of the sea, &c., shall, within 14 days after the services so performed, be paid a reasonable reward or compensation by way of salvage for such service, by the commander, master, or other superior officer, mariners, or owner of the said ship or vessel, or their agent; or by the merchant whose ship, vessel, or cargo, shall be so saved as aforesaid, &c."

The 21st sec. provides—"That if any person shall have rendered any service (except ordinary pilotage) in the saving or preserving of any ship or vessel in distress, or of the cargo thereof, or of *the life of any person on board the same*, or of any wreck of the said goods or other article hereinbefore mentioned, &c., and the said person, and the master or owner of such ship or vessel, or his agent, or the owner of such article, or his agent, cannot agree upon the amount of salvage or compensation to be paid in respect of such service,—the matter or difference may be determined by any two justices of the peace, residing at or near to the place where such service has been rendered, &c."

The 13th sec. enacts—"That as often as it shall happen, upon the sale of articles—that after the payment of duties and other necessary expenses, there shall not be left a sum sufficient to defray the salvage,"—application may be made "to the Commissioners of her Majesty's Treasury," through the proper authorities, who "may, and they are hereby authorized to allow such sum to be paid out of Her Majesty's Exchequer, by way of salvage, as they shall deem sufficient."

Now, in the two first-named sections, the *saving of life* is as distinctly included as are the different descriptions of property named in them; and justices of the peace have in a few instances awarded salvage for saving life on the authority of those two sections. But others have thought themselves not justified in doing so, considering that if the Act has not exclusive reference to property, there is at all events, in the case of saving life, a difficulty in defining on whom should devolve the payment, especially in the case of passengers whose lives may have been saved. And on this point there is some ambiguity, on account of the number of parties named in the clause, any one of whom may be amenable to it—viz. "The commander, master, or other superior officer, mariners, or owner." It appears, indeed, difficult to conceive any case in which the "mariners" could justly be called on to pay salvage, unless it were for the saving of their own lives.

So far as the crew of a vessel are concerned, we incline to the opinion, that the intention of the Legislature has been, to consider them, for the time being, as the servants or property of the owner of the vessel, and for whose lives, as well as for their proper treatment, he should be answerable.

As regards passengers, such as emigrants or troops, who may be on board in large numbers, the same reasoning will not hold good, inasmuch as they are in no sense the servants or property of the owner, but it is surely well that in cases where the lives of large numbers of human beings are at stake, the owner of the, at best, frail barque which is freighted with them should be held responsible for their safety, where the slightest neglect on his own part to secure it could be shown to have existed. In such instances, where no culpability could be proved to attach to the owner, the 13th section could at once be brought to bear, and the salvage money for human life be paid out of Her Majesty's Treasury.

It has been argued, that the spirit of the Act is, to pay out of the proceeds of the property recovered, and that when there is nothing left, as in the case of a vessel's total destruction, there can be nothing

wherewith to pay. Also that in such a case the owner may be an unknown foreigner, whose other property could not be made available.

To the first of these arguments we reply, that where culpability attached to the owner, his other property ought to be appropriated. And, that where no neglect existed on his part, as also in the case of the foreigner, the 13th section of the Act would come into play.

It has again been asked—What would be the use of institutions such as this one, if provision were legally made to reward the salvors of life as well as property? To this we answer—That at present we cannot pretend to adequately reward all such services, but only to offer an acknowledgment of them. Whereas, if our interpretation of the law on this subject were acted on, there would still doubtless be many exceptional cases which would call for our pecuniary aid, whilst we should continue to step in with our medals and other honorary rewards.

Ample scope for the usefulness of the National Shipwreck Institution would also remain in providing and maintaining life-boats and life-apparatus around the coasts of the United Kingdom.

On our 1st head, then, we repeat, that we consider the law as it now stands may be made available, although it is desirable that it should be made to speak more plainly on the point.

On our 2nd head, as we have already stated, this Institution cannot adequately reward services where risk of life has been incurred, and we know not from what other source they can be so. We trust, however, that something more will be done in the matter, and that the country generally, and the members of her Legislature in particular, may be led to take more interest in and devote more attention to a subject, the importance of which, in a great maritime and commercial country like this, cannot be over-estimated, and in which we think is involved very considerably the credit and humanity of the nation.

#### MEETINGS OF THE COMMITTEE.

Thursday, 2nd June, 1853. Mr. Alderman THOMPSON, M.P., in the Chair.

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

Reported the death, on the 12th May, of GEORGE PALMER, Esq., of Nazing Park, late Deputy-Chairman of the Institution.

Resolved—

“That the General Committee do express their deep regret for the decease of their late much respected and valued Deputy-Chairman, Mr. GEORGE PALMER, who, for a period extending over a quarter of a century, so zealously and diligently co-operated with them in promoting the great objects which they advocate—the Preservation of Life from Shipwreck. They wish, also, to record the services which the life-boats built on his plan, by the Royal National Shipwreck Institution, have rendered to the cause of humanity, and their high sense of his indefatigable exertions, whilst in Parliament, to procure legislative enactments, to lessen the causes of disasters at sea.”

WARD JACKSON, Esq., of Greatham Hall, Chairman of West Hartlepool Dock Company, presented to the Institution a model of his life-boat carriage, with a model of the West Hartlepool life-boat thereon.—To be thanked for his handsome present.

Capt. A. ELLICE, R.N., Comptroller-General of the Coast-Guard, reported that Lieut. Sicklemore, R.N., Commander of the revenue cruiser *Victoria*, had, as requested by the Committee, placed two sets of CARTE'S rocket apparatus, belonging to the Shipwreck Institution, at Noss and Fetlar, on the coast of Shetland, where he had made arrangements for their safe custody and practice in their use.

The thanks of the Committee were voted to Lieut. SICKLEMORE, for the satisfactory manner with which he had carried out their wishes in regard to the apparatus.

The Rev. H. BELL, Northumberland, reported that some favourable trials had recently been made with the rocket life apparatus at Boulmer, on the Northumberland coast.

The Life-boat Inspector was instructed to examine into the state of all the life apparatus on that coast, with the view to their being put in an efficient state.

The Government of His Majesty the King of PRUSSIA having requested that a life-boat, to be stationed at Stettin, in Prussia, should be built under the directions of the Royal National Shipwreck Institution, it was

Resolved—

That a 28½-ft. life-boat, on Mr. PEAKE'S design, be ordered from the Messrs. FORESTT, builders to the Society.

Instructed that a tracing of Mr. PEAKE'S life-boat be made and transmitted to Capt. IPSEN, of the Danish Royal Navy, whose Government were building three life-boats, and were desirous of having the advantage of examining a drawing of Mr. PEAKE'S boat, with the latest improvements.

Resolved—

1. That THOMAS CHAPMAN, Esq., F.R.S., be elected the Deputy-Chairman of the Committee of Management of the Royal National Institution for the Preservation of Lives from Shipwreck.

2. That CHARLES DIXON, Esq., of Stanstead, Essex, in virtue of his very liberal donation of 50*l.*, be also elected a Vice-President of the Institution.

Determined that an application be made to the Corporation of the City of London for a grant in aid of the funds of the Institution.

Voted the silver medal to Mr. FRANCIS STANNARD, master of the sloop *Glenmoriston*, and 1*l.* 10*s.* to his crew of 3 men, for saving, with their boat, the master of the schooner *William and Mary*, of Southwold, which had foundered during a gale of wind from the east, on the morning of the 12th May last, in the Lowestoft Roads, when 2 men were drowned.

Voted also the silver medal to WILLIAM BRICE, coastguard commissioned boatman at Greencastle Fort, coast of Derry, and 4*l.* 10*s.* to be divided between himself and his boat's crew for their laudable services to the crew, consisting of 4 men, of the schooner *Harmony*, of Derry, which was stranded off that place, during a S.E. gale of wind, and a dark night, on the 12th March last.

Thursday, 7th July. His Grace the President, the Duke of NORTHUMBERLAND, K.G., in the Chair.

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

Reported that the life-boats built by the Institution for Aldborough, Suffolk; Sennen Cove, Cornwall; and Cemlyn, Anglesea—had satisfactorily undergone their harbour trials, and had been forwarded to their destination during the past month. That for Aldborough had, through the courtesy of Capt. ELLICE, R.N., Comptroller-General of the Coast-Guard, been conveyed to her station by H.M. revenue screw steamer *Argus*; and the Sennen Cove and Cemlyn boats had been gratuitously conveyed to places near their stations by steamers belonging to the British and Irish Steam Packet Company.

Capt. ELLICE and the Company to be thanked for their kindness and liberality.

Read and approved the Life-boat Inspector's Report of the Ramsgate, Broadstairs, and Dover life-boats, which he had recently visited.

Resolved—

That directions be given to the builders to the Institution to construct a 30-ft. life-boat, on Mr. PEAKE'S design, for the Aberdeen Harbour Commissioners, as requested by them.

Elected Mr. Alderman THOMSON, M.P., a Vice-President and Trustee of the Institution.

Resolved—

1. That a 27-ft. life-boat, on Mr. PEAKE'S design, be built, to be stationed at Dungeness, on the coast of Kent.

2. That a 27-ft. life-boat, on the same plan, be also built for Clogher Head, on the coast of Louth.

Read letter from Capt. ELLICE, R.N., Comptroller-General of the Coast-Guard, transmitting answers from the several Inspecting Commanders of the Coast-Guard, to various queries from the Institution respecting the management of boats in a surf and broken water.—To be acknowledged with thanks.

Resolved—

That 700*l.* 3 per Cents. Reduced of the

funded property of the Institution be sold, to meet its current expenses for life-boats, &c.

Voted the silver medal to JOHN STORR, fisherman, of Whitby, in consideration of his frequent services to save life from shipwrecks.

Voted also the silver medal to Mr. ROBT. SANDS (a man of colour), master of the schooner *Oracle*, of Nassau, New Providence, West Indies, for his gallant services to the passengers, consisting of 160 persons, of the ship *William and Mary*, of Bath, State of Maine, which struck on one of the coral reefs off the Bahama Islands, on the 3rd May last.

Thursday, 5th Aug., 1853. Capt. LAMBERT PERROTT in the Chair.

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

Read letter from the Rev. F. C. MASSINGBERD, Honorary Secretary to the Lincolnshire Shipwreck Association, transmitting a draft for 50*l.*, in acknowledgment by that association, of the gift, by the Shipwreck Institution, of their first life-boat. This boat was built in 1824 by the late Mr. PLENTY, of Newbury, Berkshire, and is now in an efficient state. It has been instrumental in saving 53 lives. The coxswain of the boat was some time since presented with the silver medal of the National Shipwreck Institution for his frequent services in the boat in saving life.

Directed that some life-belts of different descriptions be sent for trial to various parts of the coast.

Resolved—

1. That a 27-ft. life-boat, on Mr. PEAKE'S design, be built by the Messrs. FORRETT, to be placed at Ardrossan, on the coast of Ayr.

2. That a 28½-ft. life-boat, by the same designer and builders, be ordered for Newcastle, Dundrum Bay.

Voted 4*l.* 10*s.* to several men who had assisted, with DENNETT'S Rocket Apparatus, in saving the crew, consisting of 5 persons, of the schooner *Navarino*, of Guernsey, wrecked off St. Catherine's Point, Isle of

Wight, during very foggy weather, on the 5th April last.

Also 2*l.* 10*s.* to 5 men for saving, with their boat, 2 out of 5 persons from a fishing-yawl, which had capsized in Courtmacsherry Bay on the 25th July last.

Thursday, 1st Sept., 1853. Capt. LAMBERT PERROTT in the Chair.

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

Read and approved the Life-boat Inspector's report of the Anglesea life-boats.

Voted 50*l.* towards building a new life-boat for Moelfre, on that coast.

Decided to request Mr. PEAKE to furnish the Committee with a design for a lighter description of life-boat for places where a sufficient number of men cannot be obtained to man the heavier class of life-boats on his plan.

An application from the Aberdeen Harbour Commissioners to be furnished with a tracing of the late Col. COLQUHOUN'S life-boat carriage was granted.

Voted the silver medal to Lieut. EDWARD KELLY, R.N., Harbour-Master at Port Louis, Mauritius, for his services on the occasion of the wreck of the ship *Randolph*, near that place, on the 26th June, 1851, when, through his persevering exertions, and those of his boat's crew, 50 coolies and the mate of the vessel were saved from perishing.

The thanks of the Committee, on vellum, were voted to Mr. THOMAS GRAY, master of the sloop *Brougham*, of Boston, for his services in saving the lives of a portion of the crew of the screw steam collier *Countess of Strathmore*, which foundered off Whitby during a gale of wind on the 14th July last.

Thursday, 6th Oct. THOMAS CHAPMAN, Esq., F.R.S., in the Chair.

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

Read letter from Colonel the Hon. C. B. PHIPPS, stating that he had received the commands of Her Majesty the QUEEN to transmit a draft for 100*l.* in aid of the funds of the Institution.—To be acknowledged with thanks.

Reported that the Corporation of the City of London had voted 200 guineas in aid of the funds of the Institution.—To be acknowledged with thanks.

Reported the decease of Col. J. NISBETT COLQUHOUN, R.A., F.R.S., and member of the Committee of Management, on the 17th September last.

Resolved—

That the General Committee do feel deep regret for the loss the Institution has sustained by the demise of their late lamented colleague, Col. J. NISBETT COLQUHOUN, R.A., Chairman of the Life-boat Carriage, House, and Rocket Sub-Committee of the Society, by whose sudden death the cause of humanity has been deprived of a zealous friend, and the community of a valued public servant.

Mr. PEAKE transmitted a design of his second-class life-boat.—Acknowledged with thanks.

Directed that a tracing of the said design be forwarded to the branch association at Anglesea.

The thanks of the Committee were voted to — STEELE, Esq., a magistrate at St. Andrews, Fifeshire, and a reward of 3*l.* 10*s.* to the crew of the life-boat of that place, for their services to the crew of the brig *Cybele*, timber-laden, from St. John's, New Brunswick, which was stranded off St. Andrews Harbour during a N.E. gale of wind on the 14th July last.

Read letter from A. ELIOTT FULLER, Esq., M.P., offering to transfer to the Institution the Eastbourne life-boat.

Accepted with thanks, and decided to organize a local committee to manage the boat, in conformity with the regulations of the Institution.

Reported that the Lyme Regis life-boat had been taken to her station without expense, through the courtesy of the British and Irish Steam Packet Company, and Capt. OMMANNEY, R.N., Deputy-Comptroller of the Coast-Guard, to whom the Committee voted their thanks.

#### ~~~~~ ADDITIONAL STATIONS AND NEW LIFE-BOATS.

SOUTHWOLD.—We have inadvertently omitted to notice in its proper order a new

life-boat, which was placed at Southwold, in Suffolk, in the autumn of 1852.

This boat was built by BEECHING and SONS, of Great Yarmouth, on the same design as that which obtained the "Northumberland Prize of 100*l.*," and is the largest which has been constructed on that plan, her principal dimensions being—length 38 ft., beam 10 ft., depth amidships 4 ft. 4 in. (including keel). She is built of oak—rows 14 oars—is rigged with fore-and-mizen lugs—is ballasted with 2 tons of water, in an enclosed tank—and a small iron keel—and cost 280*l.*

A life-boat was first established at Southwold, in the year 1840, at a cost, including the boat-house and all the necessary appliances for hauling up and launching the boat, of upwards of 400*l.* The whole of which sum, excepting a donation of 20*l.* from the Royal National Shipwreck Institution, was collected amongst the residents of Southwold and its neighbourhood, a circumstance much to the honour of so small a place, and worthy of imitation at many others we could name, of greater size and wealth.

This boat was built by TEASDEL, of Great Yarmouth, and still, we believe, remains at Southwold, in addition to the new boat. She is a powerful sailing-boat, 40 feet in length, and of the same description as the life-boats belonging to the Norfolk Association, of one of which (the Caister boat) some gallant service is recorded, in the last October Number of this *Journal*.

Without now entering on a description of the qualities of these boats, which would be inopportune in this place, we will merely here express our opinion that, their chief fault is the great quantity of unconfined water which they retain on board, in a sea-way, amounting to several tons; which must make them very lifeless in a heavy sea, and liable to bury themselves, as described in the account of the Caister boat above alluded to, as also, by adding so much to their weight, render them more likely to sustain serious injury by concussion, either against a wreck or upon the ground.

The circumstances which gave rise to the placing a new boat at Southwold were

thus reported at the time, by the zealous and active honorary secretary to the Local Association, Lieut. F. W. ELLIS, R.N.

"On the 11th January, 1852, the wind blowing a gale from the south at the time, a small vessel (the *William Cook*, of Great Yarmouth) got stranded on the outer shoal, off the town of Southwold. The life-boat made four attempts to reach her, at first under oars, and afterwards with her sails. In the third attempt she succeeded in rescuing the master. The fourth attempt proved unfortunate, from striking violently on the shoal, she filled, and her air-cases gave way, when she returned to the shore, and the crew of the wreck were (except one) saved by MANBY'S mortar apparatus.

"In consequence of this unlooked-for catastrophe, a general panic was felt, and an opinion began to prevail that the boat was unsafe."

Two individuals then nobly came forward, and at once offered 100*l.* each, towards replacing the old boat with one of the latest and most improved character — (Miss SHERIFFE, of Centre Cliff, Southwold, and Sir EDWARD GOOCH, Bart., M.P., of Benacre Hall, Suffolk.) Other local contributions were added, and the present boat was ordered of Mr. BEECHING, and placed on her station in the early part of September of the same year.

The outlying dangers to shipping which, in addition to the coast of the mainland, come within the range of the Southwold life-boat, are the Barnard Sand, distant about 5 miles, and the northern end of the Sizewell Bank, distant 7 miles.

The Southwold Life-boat Establishment is managed by a Committee of the Local Association, of which Sir EDWARD GOOCH, Bart., M.P., is the Chairman, and Lieut. FRANCIS W. ELLIS, R.N., the Honorary Secretary.

WORTHING, SUSSEX.—A life-boat on Mr. PEAKE'S design, has been stationed at Worthing during the past year. Her length is 27 feet, with similar proportions in other respects to Mr. PEAKE'S boats of the same length, which have been previously described in this *Journal*. She is principally different from them, in that she is built of

larch instead of elm, is slighter built in other respects, has less ballast, and is altogether a lighter boat. She rows ten oars, is rigged with a fore lug and small triangular mizen, and is reported as behaving admirably, both under oars and canvass.

This boat, with her carriage and house, which altogether form a very complete establishment, was provided at the joint expense of the residents of Worthing and its neighbourhood, and of the Royal National Institution for the Preservation of Life from Shipwreck, aided also by a munificent donation of 30*l.* from a lady, a stranger to the place, but whose sympathies were awakened by the loss of 11 fishermen by drowning, in the attempt to save, in one of their own boats, the crew of the *Lalla Rookh*, on the 25th November, 1850.

A Local Committee for the management of the boat has been formed, of which Rear-Admiral FORBES is the Chairman, and Capt. W. HARGOOD, R.N., the Honorary Secretary. To Capt. HARGOOD, the town of Worthing is mainly indebted for having now in its possession this valuable boat, which will make the recurrence of such a lamentable event as the one above referred to, very improbable, it having been by his individual perseverance and exertion that the requisite funds were raised to provide her.

She was built by HARVEY of Littlehampton, Sussex, and her carriage by Mr. FULLER, coach builder, &c., of Worthing.

PENZANCE, CORNWALL.—A life-boat, also 27 feet in length, and on Mr. PEAKE'S design, has been in the past year stationed at Penzance, by the National Shipwreck Institution, aided by local subscriptions.

This boat was built by SEMMENS and THOMAS, of Penzance, from a drawing furnished by this Institution, and she is said by competent judges to do great credit to her builders.

Situated at the bottom of Mount's Bay, so well known to the world as the Great Nursery of the Pilchard fishing, there can be no difficulty in procuring an experienced crew for her, and we trust that when opportunity shall arise to call forth her

services, she will prove herself as well deserving the confidence of her crew as her sister boat has done at Budehaven, on the north coast of the same county.

A Local Committee, of which T. S. BOLITHO, Esq., is Chairman, and J. PEARCE, Esq., the Honorary Secretary, has been organized to superintend her management.

**BARMOUTH, NORTH WALES.**—A life-boat, 27 feet in length, on Mr. PEAKE's design, has been recently stationed at Barmouth.

This boat was built by Messrs. FORREST of Limehouse, she was gratuitously conveyed by land as far as Carnarvon, in October last, through the liberality of the North-Western, and of the Chester and Holyhead Railway Companies, and was from thence sailed to her station, in charge of the Inspector of Life-boats to the Institution, with a limited crew.

On account of the long and dangerous flats or causeways, which stretch across the bay, to the northward of Barmouth, it will probably not be long before she is called into requisition. As she is in all respects similar to the one stationed at Budehaven, whose service on a recent occasion, has been recorded in another part of this Number of the *Journal*, we have no doubt that she will be found well adapted for the service she will have to perform.

The expense of providing this boat was in part borne by this Institution, and in part by the locality of Barmouth. She is placed under the management of a Committee, of which W. WYNNE, Esq., M.P., is the Chairman, and HUGH GRIFFITH, Esq., the Honorary Secretary.

This boat replaces a worn-out one on Mr. PALMER's plan, formerly stationed at Barmouth, by the National Shipwreck Institution.

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### CORRESPONDENCE.

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#### LIFE-BOAT PROSPECTS IN THE BALTIC.

IN the July Number of the *Life-Boat Journal* for 1852, will be found a brief account of the Foreign Life-boat Stations on

the coasts of France, Belgium, Holland, and Denmark; we are gratified to learn from a recent traveller, that there is a prospect of similar means of saving life from shipwreck, being established on the shores of the Baltic and in the Gulf of Finland. The subject is one of such general interest, and especially to the Members of the Shipwreck Institution, and to our fellow-labourers in the cause of humanity, that we trust we shall not be considered guilty of indiscretion, in giving an extract from what was intended only for a private communication. Our correspondent writes "In all cases, on my journey, the subject of the preservation of life from shipwreck, and the proposal for the establishment of an improved form of life-boat, with a trained crew, was most favourably received. At Stockholm, thanks to the extreme kindness of Rear-Admiral Sir EDMUND LYONS, G.C.B., then our ambassador at that Court, the Minister of Marine, Admiral ULNER, at once laid the case before the King, and it was proposed to have prepared a wreck-chart of the coasts of Sweden for the last few years, with a view to determining which were the most exposed points, and where life-boats would be most required. Commodore ANERSTEDT begged a copy of a drawing on a working scale, of one of Mr. PEAKE's designs for a life-boat, including all the recent improvements in form and fitting, which the experience of building some 20 such boats has taught us. To this request, of course, I readily acceded.

"The well-known and accomplished authoress, FREDRIKA BREMER, in whose company I had the pleasure of passing five days, on a voyage on the Götha Canal, from Gottenberg to Stockholm, entered into the subject with her usual enthusiasm, and related to me several instances of intrepidity on the part of Swedish fishermen, in going off to stranded vessels even in their own frail boats, thus proving how well they deserve to have the advantage of an efficient life-boat. At this lady's house, too, I had the gratification of meeting several officers of the Swedish navy, who all expressed great interest in the subject, and bore testimony to the numerous wrecks that



occur on the coast of Sweden. All were desirous to obtain a copy of the Report of the Northumberland Life-boat Committee, and all expressed their high appreciation of the princely liberality of His Grace, our President, in freely circulating such useful information in so beautiful a form.

"As might be supposed, the countrymen of the world-wide CHAPMAN, the well-known author of *Architectura Navalis Mercatoria*, scanned with a critical yet no unfriendly eye, the lines of the several designs for life-boats, and all agreed that the drawing on the large scale, a copy of the boat recently built for the Prussian Government, appeared to combine every point that could be desired—stability, safety, the power of self-righting, and of freeing itself of water, with sufficient speed to pull off a leeshore in a gale. The points of the Scandinavian coast, within the Baltic, most subject to shipwreck, I was informed, are Sandhammer and Falsterbo, at the south extreme of Sweden, the Aland Isles, at the entrance of the Gulf of Bothnia, and the east coast of the Island of Gothland, which lies in the fair track of all vessels homeward bound from the Baltic. Count Platen, our Honorary Member, was absent at the German baths at the time of my visit to Stockholm, but I was assured of his readiness to aid the cause by any means in his power.

"At St. Petersburg the subject was equally well received; having, through the courtesy of Sir HAMILTON SEYMOUR, G.C.B., our Minister at that Court, been presented to the Grand Duke CONSTANTINE, Lord High Admiral of the Russian Fleet, an opportunity was afforded me of explaining the object of my visit, namely, to enquire what other countries had been doing towards the saving of life from shipwreck, and to offer the results of our experience in this country, where, alas! our wrecks are tenfold those of any other coast. His Imperial Highness entered warmly into the subject, examined with attention the plans of boats laid before him, asked particularly as to the organization of the National Shipwreck Institution, and who were its principal members, then referred the whole question to the Standing Scientific Committee of the Admiralty, of which

Admiral RICORD is President, with directions to report how far life-boats would be applicable to the coasts of the Russian dominions in the Baltic.

"In conversation on these subjects, with the officers of the navy and others, I found some difficulty in inducing them to credit the amount of wrecks annually around the shores of the United Kingdom, when I said that 1100 casualties to shipping had occurred in the course of the year 1852, of which 520 were total wrecks, I was met by the exclamations, Impossible! Incredible! and nothing but a reference to the printed Annual Report of the Institution for April last, where the details are given, and showing the wreck chart with its sable border of black dots, which accompanies the Northumberland Report, appeared to convince them, though, I believe, against their will. With us in England, familiarity with such scenes, appears to have induced apathy, and we go on from year to year, each year being more disastrous than the last, without any well-matured effort to devise a remedy."

The establishment of life-boats on the shores of the Baltic, is of more importance to England than may at first sight appear. The average number of ships that pass the Sound annually is about 15,000; of these about 3500, or nearly one-fourth of the whole are British ships, and, although since the improvement in lighting and buoying the coasts and shoals, there has been a great decrease in the number of wrecks, still 13 British ships a-year is no uncommon occurrence. Besides Gothland and the Aland Isles already mentioned, the extensive reefs of Falsterbo and Sandhammer, on the south coast of Sweden, have proved destructive to many vessels, and it may be feared that the unlighted, dangerous shoals, named Wader Oarne in the Sleeve, half way between Christiania and Göteborg, and in the direct track, has proved equally so, although no record of the losses may remain. The low land and shoals of Dager Ort (with the cliff, marked by a light 538 feet above the level of the sea, and from its elevation too often obscured by fog,) is a well-known danger at the entrance of the Gulf of Fin-

land, and has been fatal to many vessels. At all these points, as well as at others, among the numerous islets appropriately termed the Skärgörd, or "Rocky Garden," which front the coasts of Finland and Sweden, life-boats might prove very useful; and we confidently trust, in accordance with the good example set by Denmark and Prussia, they will ere long be placed there.

—  
 "LIGHT OF ALL NATIONS" ON THE GOODWIN SANDS.

THE following letter has been forwarded to the Committee of this Institution, to which, considering the great importance of the subject, and the apparent feasibility of the proposition, we give insertion, as we fully concur in Mr. SINCLAIR'S remark,—that it may be deemed a reproach to science and humanity that the enormous sacrifice of Life and Property which is annually occasioned by these dangerous shoals, should continue to be suffered at the very portals of the Commercial Metropolis of the World.

"GENTLEMEN,

"IN addressing the Committee of the ROYAL NATIONAL SHIPWRECK INSTITUTION, on the subject of a plan for making a Foundation for a Tower for a 'Light of all Nations on the Goodwin Sands,' it cannot be necessary for me to enlarge on the many advantages of having a permanent building in a locality so notorious for its dangers and so important to the commerce of all nations, instead of a floating light, which must be so liable to accident just at the time when its services are most desirable, and the accidental removal of which would be attended with such disastrous consequences, that it is almost impossible to imagine the destruction of life and property that would inevitably ensue.

"I think there cannot be any doubt that there would have been long ago a lighthouse built in that great thoroughfare of nations, if there had been naturally, or if it had been found possible to find, *or to make*, a substantial foundation whereon to erect such a structure, and the many unavailing attempts that have been made from time to time for

that purpose, show the deep interest felt and the importance attached to success in that undertaking, and it is with the view of overcoming that difficulty, and suggesting a plan by which a solid and immovable foundation can be made in that locality, that I now take leave to suggest the following plan.

"A precedent has been established, which proves in a most incontrovertible manner, equally honourable to the engineering skill, energy, and enterprise of the British Nation, that even the elements themselves may not only be subjugated to our use, but be themselves mainly instrumental in overcoming the obstacles which they present to the requirements of man; I allude to the Plymouth Breakwater, and I beg to suggest that the same means be used *on a small scale* for making a foundation for the tower for a 'Light of all Nations,' as were used in forming that great National Work. The construction of the Breakwater at Plymouth is no doubt so well known to you all, that it is not necessary for me to enter into any detail, further than to note, that it is formed *in from 4 to 5 fathoms of water at the level of high-water mark of spring tides*: taking therefore a section of the Breakwater as my guide, and assuming that the spot selected for the erection of the proposed Lighthouse, has a similar depth of water over it, I am of opinion that a circular Cone of Rubble, formed in the Sea, just off the edge of the Goodwin Sands, with a base of 600 feet in diameter, and in water from 4 to 5 fathoms deep, when raised 10 feet above the level of high water of spring tides, would give a superficial circular surface of upwards of 120 feet in diameter, on which to make a foundation for a tower for a 'Light of all Nations.' The foundation should consist of an inverted arch of masonry, resting on horizontal courses of masonry, the lowest of which in the centre should be founded 5 feet below low-water mark of low spring tides, and the solid part should be carried at least 30 feet above the level of high water of spring tides, and the courses ought to consist of large blocks of stone, with dovetailed joints, stone joggles, and oaken trenails, in order to render them *one solid mass, on which the fury of the waves may be expended in vain.*

"Having now very briefly indicated the plan which I have thought of for the purpose intended, of the practicability of which there can hardly be a doubt, I will observe in conclusion that the erection of a permanent and substantial Lighthouse, on a solid foundation, in this notoriously dangerous locality, would be a glorious monument to Britain's maritime power, for the enormous sacrifice of life and property which is annually endured from these dangerous shoals is so notorious, that it may be deemed a reproach to science and humanity that such horrors should be still suffered at the very portals of the commercial metropolis of the world. Such an achievement may be regarded as more than a national desideratum, and deserving the serious attention of all the friends of humanity, as well as the active assistance of the man of science, and of all those who consider the preservation of life as of paramount importance.

"It has occurred to me that the following *might be* the result of carrying into execution the plan I have had the honour to lay before you, viz.—that the space between the Rubble foundation of the Lighthouse, and the nearest adjoining point of the Goodwin Sands, being two fixed points, will gradually get filled up with sand to the same level as the rest of the main body of sand, and thus the 'Light of all Nations' would become the outermost or seaward point of the Goodwin Sands, and be a tower of refuge for shipwrecked seamen, for it is well authenticated that the crews of many vessels, cast away on these shoals, have reached the sands in safety at low water, who have been swept away by the returning tide, and perished before assistance could be rendered them. I have, &c.,

"GODFREY SINCLAIR.

"*Parthenon Club, London,*

"*Dec. 3, 1853.*"

#### GALLANT AND HUMANE CONDUCT OF SWEDES AND NORSE-MEN.

DURING the autumn of the year 1852, a year that will long be remembered as one of the most fatal on record to the shipping of this country) the unprecedented number of 1115

wrecks having occurred along the shores and within the seas of the United Kingdom), some casualties to British vessels took place also in the North Sea, and on the coasts of Norway and Sweden, where the crews were so promptly succoured by natives of those countries, that Her Majesty's Government considered it due to offer them a reward in acknowledgment of their gallant and humane conduct. Among other instances, the following deserve special notice.

On the 29th Sept. Captain OMHOLT, of the Norwegian barque *Sylphide*, saved the crew of the brig *Richard and Hannah*, of Sunderland, which she met with in a sinking state on the Dogger Bank, for which the Captain received a gold medal and a telescope, and 100*l.* was awarded to his crew.

On the 28th Oct. Captain C. A. FOYER, of the Norwegian schooner *Æger*, of Tönsberg, rescued the crew of the brig *Pyrenees*, of Newcastle, which she fell in with in the North Sea in a disabled state; for which service the Captain was given a silver medal and 10*l.*, and 10*l.* to his crew.

On the 24th Nov. Captain MORGAN ANDERSON, of the Norwegian brig *Niard*, rescued the crew of the brig *John Robertson*, when in a sinking state, off the coast of Norway; for which the Captain was presented with a silver medal and 20*l.*, and 5*l.* to each of his crew.

On the 25th Dec. Captain WESTÖ, of the Swedish brig *Arguntyn*, of Wisby, in Gottland, saved the crew of the *John Burrell*, of Shields, which she fell in with in a disabled state, on the Dogger Bank, in the North Sea; for which service Her Majesty's Government awarded the Captain a gold medal, and 50*l.* to his crew. These instances are highly honourable to all who had a share in them.

A similar case of gallantry is recorded in the Göteborg *Commercial Gazette*, when, on the wreck of the Norwegian brig *Johannes*, of Laurvig, Captain J. HANSON, in the bay of Sote, in the Sleeve, during a heavy gale of wind, two poor fishermen, brothers, named ANDREAS and OLAUS JOHANSEN gallantly pushed off in their frail coble, and although repeatedly swamped and driven back by the breakers, they succeeded at last in reaching

near enough to the vessel to get a line on board, by means of which, under the blessing of Providence, nine lives were saved, when the vessel went to pieces. Miss FREDRIKA BREMER, to whom we are indebted for the above account, adds:—"I have selected this example out of several, alike honourable to humanity, afforded by the fishermen on the coast of Sweden during the past disastrous winter; surely such men deserve as good a life-boat as can be built." We can but echo the words of the fair authoress, most surely they do; and we heartily hope they will not long be left without one.

#### FESTIVAL IN AID OF THE FUNDS OF THE NATIONAL SHIPWRECK INSTITUTION.

IN the early part of March next, it is intended to hold a Public Dinner, in the City, in aid of the funds of the above Institution, and for the purpose of bringing the Society and its objects prominently before the country. His Grace the Duke of NORTHUMBERLAND, K.G., President of the Institution, is expected to be in the Chair.

The Committee feel that they cannot be too grateful for the increased pecuniary support which they have received during the past year, in the van of which stand forth two munificent donations; the one on the part of Her Majesty of 100*l.*—the other of the Corporation of the City of London, of 210*l.*

Whilst, however, the amount added to its funds during that period has been much greater than the average of former years, the Committee have incurred a still larger expenditure, in forming new life-boat stations where most required, and replacing some of their older life-boats with others of the most improved description.

They need scarcely acquaint the public, what an almost unlimited field of usefulness lies stretched out before them, in a great commercial, sea-girt country like our own, whose coasts are yearly strewed with so large a number of wrecks, and the cultivation of which can only be effected by volun-

tary charitable associations; since scarcely any provision is made for doing so by the Government of the country.

Deeply impressed with this fact, the Committee feel that no kind of efforts should be omitted on their part to obtain that substantial aid which can alone enable them to meet the constantly increasing demand that is made on the funds of the Institution.

They trust, therefore, that on the coming occasion they may reckon amongst their supporters not only a large proportion of the old and tried friends of the Institution, but a numerous assemblage of others, who may not have been previously aware of the importance of its character, or the extent of its sphere of action, embracing the whole sea-board of the British Islands.

The objects of the Society may be thus briefly stated:—

1. To confer honorary rewards in the form of medals and votes of thanks, and also to grant pecuniary remuneration to all persons who, at the risk of their own lives, save, or attempt to save, those of others on board vessels wrecked, or in distress, upon any part of the coast of the United Kingdom. The honorary rewards being extended, in striking cases, to similar services in other parts of the world.

2. To build, station, and maintain in repair, life-boats of the most perfect description; to furnish them with all necessary appurtenances, including houses to preserve them in, and carriages for their conveyance to the spots where their services are called for; and further, to provide, through the instrumentality of Local Committees, for their proper management, and the occasional exercise of their crews.

3. To furnish and station at suitable places the rocket-apparatus, for effecting communication with stranded vessels.

As an index of the necessity for the provision of such a machinery as the above, we may state—that the average loss of lives from shipwreck on the shores of the United Kingdom is between 600 and 700 per annum, and that in the year 1852 it amounted to 920.









# WRECK CHART OF THE BRITISH ISLES

FOR  
1852.

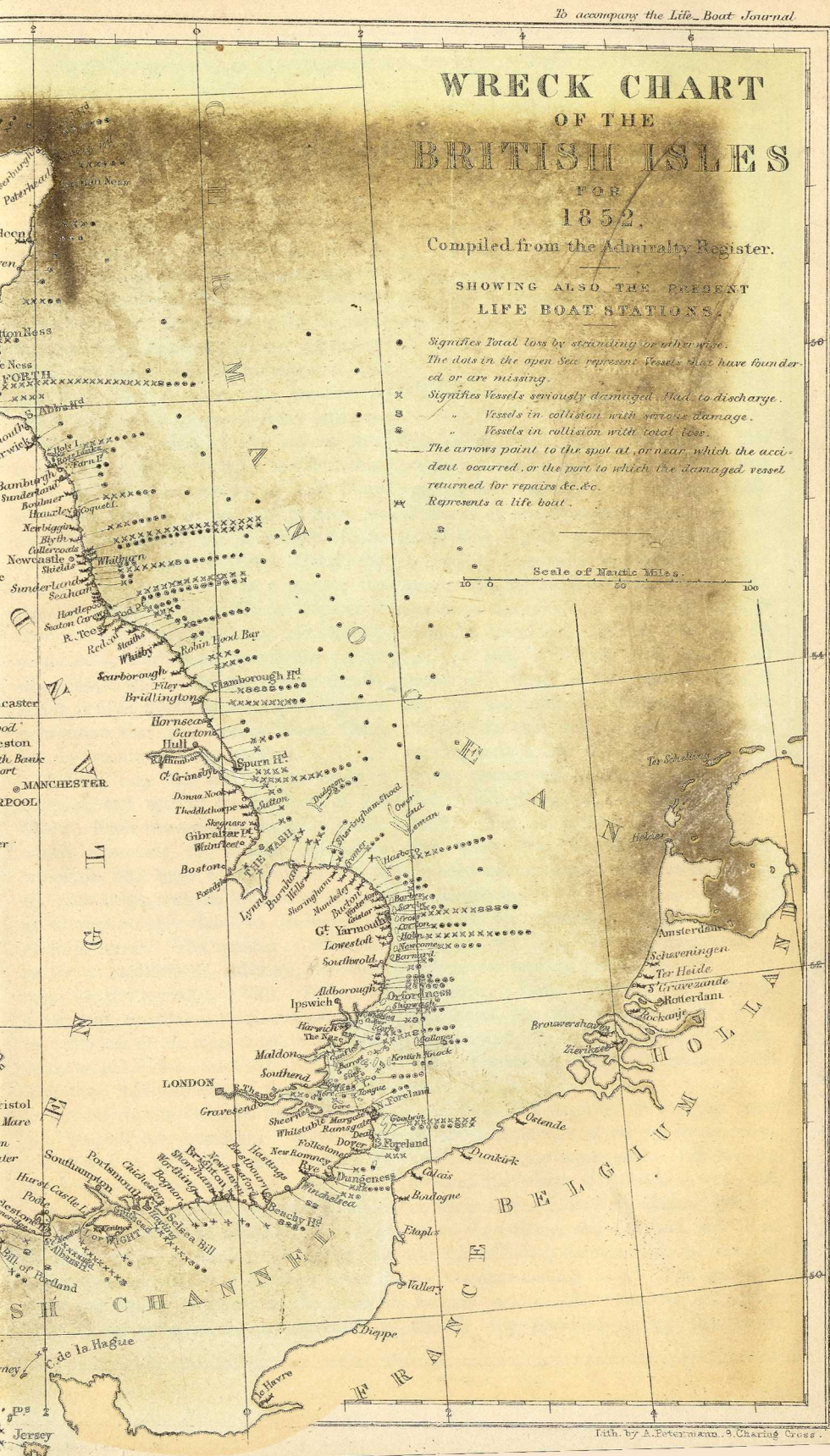
Compiled from the Admiralty Register.

SHOWING ALSO THE PRESENT  
LIFE BOAT STATIONS.

- Signifies Total loss by wrecking or otherwise.
- The dots in the open Sea represent Vessels that have foundered or are missing.
- x Signifies Vessels seriously damaged, had to discharge.
- 3 Vessels in collision with serious damage.
- Vessels in collision with total loss.
- The arrows point to the spot at or near, which the accident occurred, or the port to which the damaged vessel returned for repairs &c. &c.
- ✕ Represents a life boat.

Scale of Nautical Miles.

10 0 50 100







## WRECK CHART FOR 1852.

WITH the present Number of the *Life-Boat Journal* we present our readers with a Wreck Chart of the British Isles, showing all the casualties to shipping which occurred in the seas and on the shores of the United Kingdom in the year 1852, amounting to the fearful number of 1,115 wrecks. Hitherto it has been our practice to insert in each Number of the *Journal* a printed register of 60 or 120 wrecks, but the casualties of that year have been so great, that we find it would require 16 pages of letter-press, in small type, to overtake the arrears that crowd on us; it was thought therefore that it would be more advisable, and more acceptable to our readers in general, to abandon the register, and to present in one view, by means of a Wreck Chart, the whole of the fearful evil at a glance; the more especially so as a Wreck Register is now compiled at the Admiralty, and annually presented to Parliament, which any person can consult who wishes for further details, and it is from the Chart accompanying that publication that the present Wreck Chart has, by permission, been reduced.

Reader, may we ask you to pause a moment, and cast a careful look at the Chart. Each black dot in the sable border which surrounds the shores, signifies a wreck, in 533 cases a total wreck, and in all other cases, such an amount of damage as to require the vessel to discharge her cargo to repair. The number of lives lost, as far as ascertained, although, doubtless, many are not recorded, is 920. Reflect for a moment, on the vast amount of misery that this loss of life must entail on surviving relatives and friends, bereaved by this fearful visitation, independently of the loss of life to the unfortunate sufferers themselves, and ask yourself the question, "Have I not the power to prevent, to some extent, the recurrence of similar distress?"

Gladly as we would enlist the sympathies of all in the cause we advocate, we do not wish to excite a passing 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 of this vast metropolis, and of the large cities of Manchester, Birmingham, Sheffield, York, and Leeds, 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, with their purse and with their prayers, in the sacred cause in which we are engaged, of the Preservation of Life from Shipwreck.

ADMIRALTY REGISTER OF WRECKS  
FOR THE YEAR 1852.

THE Blue Book under the above title which is annually presented to Parliament has just been published for the year 1852. It comes at an appropriate time. Wintry gales, long nights, and dark fogs are the fit accompaniments for so fearful a record of wreck and devastation. In running the eye down the column of casualties, we light upon 12 lives lost, 15 lost, 36 lost, 45 lost, 75 lost, 100 lost, "all lost," "all drowned." Could it be credited, were it not for the official accounts, with the authority for each case appended, that 1,115 wrecks, with a loss of 920 lives, occurred on the coasts, and within the seas of the United Kingdom, in the single year of 1852? Yet so it is. Of this number 533 were total wrecks, the remainder stranded and damaged, so as to require to discharge cargo.

From the Summary attached to the Register, we learn that the casualties in each month were as follows:—

January, 126; February, 77; March, 32; April, 44; May, 41; June, 29; July, 18; August, 42; September, 85; October, 164; November, 189; December, 268. Total, 1,115.

Of these 464 occurred on the east coast of Great Britain, 158 on the south coast, and 235 on the west coast. 128 wrecks strewed the coasts of Ireland, 5 were cast on shore at Scilly, 9 at the Channel Islands, 18 on the Orkneys and Shetland, and 18 at the Isle of Man; the remaining 80 occurred in the surrounding seas. The gales of January caused 126 casualties, as shown above, they prevailed during the whole

month and the early part of February; the spring, summer, and autumn were moderate, but on the 26th October, an easterly gale begun, that in 6 days strewed the coasts with 102 wrecks. Strong breezes and a short lull of moderate weather were followed by gales of ordinary force at this period of the year, but on the 24th Dec., a heavy storm from the S.W. burst over the country, and continued to the end of the year with such violence that, by the 29th, there was scarcely a vessel in the neighbourhood of the British Islands left at sea, some had found safety by running into port, while of others the returns show a list of 183 casualties, of which 102 were totally wrecked, making a daily average of 30 wrecks during this awful and destructive gale.

The whole loss of life during the year, as far as has been ascertained, amounts to 920. Of these, 100 were lost in the *Amazon*, destroyed by fire on the 4th January, at about 90 miles from the Land's End; 13 in the *Columbus*, wrecked on the 6th January, near the Hook Lighthouse, Waterford, owing to the neglect of the Dunmore pilots; 12 in the *John Toole*, wrecked January 27, on the Arran Isles, near Galway; 15 in the *Amy*, wrecked March 23, at the Seven Heads, near Kinsale; 75 in the *Mobile*, wrecked September 29, on the Arklow banks; 10 in the *Ernesto*, wrecked October 27, near Boscastle, Cornwall; 15 in the *Minerva*, wrecked November 11, near the Bar of Drogheda; 15 in the *Ocean Queen*, wrecked December 26, at Wembury, near the Plymouth Mewstone; 45 in the *Louise Emile*, wrecked December 28, at Dungeness; 15 in the *Haggerston*, iron-screw collier, lost in the gale of December 27, off Filey; 36 in the *Lily*, stranded December 28, in the Sound of the Isle of Man, when her cargo ignited, and she blew up; 13 in the *Alcibiades*, wrecked December 28, in Ballyteigue Bay, Wexford; and 10 in the *Broad Oak*, wrecked Dec. 29, in Dunlough Bay, Skibbereen; the remainder were lost in smaller numbers on the coast, or in vessels that foundered in the adjoining seas; making in all, 920.

Now, if a simple railway accident had occurred, and a single stoker had lost his

life, a coroner's inquest would have been held, the whole details would have been carefully inquired into, published in every newspaper in the United Kingdom, and if any misconduct or neglect could have been found on the part of the Railway Company or their officials, a heavy fine would have been imposed. How different in the case of losses by shipwreck. Is not a sailor's life as valuable as that of a stoker? why then such a difference? Are 920 seafaring men to perish, and many of them, as we see by the Register, from neglect, or other causes within control, and no notice to be taken of them. We must have a Sea-coroner; we have before advocated such an appointment in the pages of this *Journal*, and we repeat our conviction that that would be one of the most effectual means of diminishing the number of shipwrecks.

#### MEDALS OF THE NATIONAL SHIP-WRECK INSTITUTION.

WE have had frequent opportunities to witness the high value which our own countrymen attach to the medals of this Institution, some 600 of which have been voted to them for acts of gallantry; and we have much satisfaction in extracting the following account from the *Nassau Guardian*, of the presentation, by the Lieut.-Governor of the Bahama Islands, on behalf of this Society, of a similar mark of honour to Mr. ROBERT SANDS (a man of colour) master of the schooner *Oracle*, of Nassau, West Indies, in admiration of his gallant services on the occasion of the wreck of the ship *William and Mary*, on the 3rd May last.

His Honour the Lieut.-Governor, on Monday last, at Government House, presented to Captain SANDS of the schooner *Oracle*, the silver medal which had been awarded him by the Royal National Institution for the Preservation of Lives from Shipwreck, through the benevolent representations of Major D'ARCY, in command of the garrison here. The humane and very meritorious exertions of Captain SANDS in rescuing so many (160 persons) of his fellow-creatures from a watery grave, and

which procured him the medal, were pointedly alluded to by his Honour in the remarks he made, and elicited an answer full of warm genial feeling.

We are enabled to publish the Lieut.-Governor's address upon presenting the medal.

"Government House, Nassau,  
"31st October, 1853.

"CAPTAIN SANDS,

"I HAVE much pleasure in seeing you for the purpose of presenting to you, in the presence of Major D'ARCY, commanding the troops, and other gentlemen here assembled, the silver medal of the Royal National Shipwreck Institution, voted to you by that beneficent body, in approbation of your exertions in saving from drowning the passengers of the ship *William and Mary*, bound from Liverpool to New Orleans.

"Your disinterested conduct on this occasion has attracted very general attention, not only in England but in America, and, contrasting so strongly as it did with the discreditable abandonment of those passengers by the master of the *William and Mary*, it has reflected great honour upon yourself.

"Major D'ARCY spontaneously made the representation which has elicited from the Royal National Shipwreck Institution (whose rewards are usually limited to shipwrecks on the coasts of the United Kingdom), the silver medal which I am about to present to you, in admiration of your humane and prompt exertions on the occasion; and the Committee of Management of that Society congratulate you on having been made the happy instrument, under Divine Providence, in rescuing from inevitable destruction so large a number of your fellow-creatures.

"The late lamented Governor GREGORY was also fully alive to the important services to humanity, rendered by you and your crew, in saving the passengers of the *William and Mary*, the particulars of whose wreck his Excellency reported to His Grace the Duke of NEWCASTLE, Her MAJESTY'S Secretary of State for the Colonies; and it has devolved upon me, in compliance with his Grace's instructions, to express to

yourself and the crew\* (at the time) of the schooner *Oracle*, the sense which Her MAJESTY entertains of the service which you and they rendered on this occasion—a service not limited to the saving of life, in the particular instance, but enhanced by the example of generosity and courage shown to the numerous body of your fellow-colonists engaged in an occupation so trying to the character as that of wrecking.

"I have already caused the despatch containing these sentiments to be published, as due to yourself and crew, and as an incitement to others to act, in the true spirit of Christian philanthropy exhibited by you, on similar occasions of distress.

"It is no ordinary meritorious service which has obtained for you this medal, which I now present to you, and the expression of Her Gracious MAJESTY'S Royal approbation, which I have just communicated to you: by it, and its publicity, those of your calling are raised, deservedly, in the good opinion of society, which, I trust, they will ever worthily maintain, by imitating the noble example you have set.

"It will be gratifying to me hereafter to learn that you have received some further pecuniary recompense for your conduct on the occasion referred to, and I hope that whenever an emigrant vessel, among the many which take this route, may again unhappily, by the violence of tempests, variable currents, or other cause, be shipwrecked in the Bahamas, the misfortunes of the passengers may be promptly relieved by similar kind-hearted assistance to that which you rendered in the case of the *William and Mary*.

"C. R. NESBITT, Lt.-Governor."

Captain SANDS expressed his thanks and gratification at the communication he had received, and the testimonial presented to him, and seemed proud of the better estimation in which the wreckers are held: observing that in the performance of the services he had rendered, he acted upon feelings which arose out of sentiments early inculcated by the example of his parents.

\* "WILLIAM SANDS, mate; BENJAMIN ROBERTS, JAMES ROBERTS, OCTAVIUS DORSETT, JOHN CASH, and RICHARDSON SANDS."

## SERVICES OF LIFE-BOATS.

BUDEHAVEN, NORTH CORNWALL.—On the 9th of October last, the *Margaret*, a sloop belonging to Bideford, was observed to strike heavily on the Chapel-rock, off the entrance of Budehaven, and then to bound off into deep water, evidently with serious damage. There was a heavy ground swell on the bar at the time, in which no boat but a good life-boat could have lived, and the wind was blowing fresh E.S.E. Sir THOMAS DYKE ACLAND, Bart., M.P., one of the chief landed proprietors at Budehaven, seeing her critical situation, gave directions for the life-boat to be launched, and to proceed to her assistance, which was accordingly done without loss of time, the boat being manned by three coastguard men and eight other volunteers, seamen of the place. WM. H. TREGIDGO, chief boatman of the coastguard, being in charge of the boat as coxswain.

The sea on the bar at the time, in consequence of the long Atlantic swell then setting in, was so heavy, as to lead many of the bystanders to consider it a rash undertaking in the life-boat, to attempt to cross over it; and the boat being a new one, of which no trial had as yet been had, increased the gallantry of those who without hesitation manned her, to go to the rescue of the vessel's crew.

In the act of crossing the bar, she encountered two very heavy seas, such as, in the language of those present, "none but a life-boat, and such a one as she is, could have gone through with safety." The two men forming the crew of the sloop, were then taken on board, and conveyed in safety to the shore, their vessel sinking immediately after.

This life-boat is a new one on Mr. PEAKE'S design, 27 feet in length, and had only recently been sent to her station, by the Royal National Institution for Preservation of Life from Shipwreck, (vide *Life-Boat Journal*, No. 10.)

The silver medal of the Society was, on this occasion, voted to W. H. TREGIDGO, the coxswain (who had before distinguished himself by saving life), and double the usual

scale of pay was voted to the boat's crew, in consideration of their having so readily placed confidence in an untried boat, when the salvation of life was their object.

RAMSGATE.—On the night of the 8th Nov. last, at about 10 P.M., signal rockets were thrown up on board the Light Vessel on the north end of the Goodwin Sands, when the life-boat belonging to the Harbour Commissioners at that place, immediately proceeded to the spot, 7 or 8 miles distant, in tow of their steam-tug, the *Sampson*. The wind was blowing a gale from the N.E. at the time, and there was a heavy sea on the sands.

On arriving at the vessel, a French schooner (subsequently ascertained to be the *Eleonore*) three of the large class of luggers were found to have already anchored to windward of her, two of them, we believe, belonging to Ramsgate, the other to Broadstairs, but which could not approach near enough to the vessel to be of any service in consequence of the heavy sea and broken water which was everywhere around her.

The life-boat having cast off from the steamer, let go her anchor at a suitable distance from the wreck, and veering to 100 fathoms of cable, got sufficiently near to her to throw lines on board, but which unhappily, either from the darkness preventing their finding them, or some other cause, those on board her failed to make fast, and this single circumstance decided the fate of the greater part of the unfortunate crew, the whole of whom would undoubtedly have been saved, had they obtained a hold of a rope; an illustration of the slender thread by which success often hangs suspended, in the hazardous operation of rendering assistance at the calamitous scenes of shipwreck.

To proceed, however, with our narration.—The life-boat then sheered off from the vessel, when it speedily became evident that her own anchor was dragging, and that she was herself fast drifting upon the edge of the fatal sand, placing the lives of her own crew in as imminent danger as those of the shipwrecked men they had hoped to

save. Nor were they left long in suspense, in a few minutes more she was beating violently on the strand, the seas repeatedly breaking over her, and placing her crew in great risk of being washed overboard.

And now her own superior qualities were manifested,—had she not possessed great strength of frame and build, increased by the peculiar character of her internal fittings, she must have soon gone to pieces. Indeed, we are informed that the crews of the luggers lying off the vessel at the time, have stated that such would inevitably have been the fate of one of their own boats under the same circumstances.

Providentially the anchor retained some hold, which prevented her drifting altogether broadside on to the sand, and after some time, the tide rising, they were enabled to sheer off the edge of it.

Two other attempts were made to get alongside the unfortunate schooner, but without success, and before daylight she had broken up, after which, all hope of any of her crew yet surviving, and the luggers still remaining at anchor near the spot, the life-boat returned to Ramsgate, after an absence of 10 hours—disappointed to be sure in the hope of saving the lives of the shipwrecked crew, but with their confidence greatly increased in the valuable properties of their boat from what they had gone through in her, and ready to proceed again at the first call of distress.\*

The captain of the schooner and one man (a passenger) were the only persons on board her, who were saved, 5 being drowned. The former, giving up all hope of receiving help, stripped himself of his clothes, and swam to the nearest lugger; the latter was picked up floating about in the companion-hatch of the vessel at 11 o'clock in the morning, in an exhausted state, by the crew of another lugger who accidentally per-

ceiving something move within it, at some risk to themselves, rescued him in their own punt.

It will be right that we should here remind our readers, that this boat is the original one built by BEECHING and SONS, of Great Yarmouth, which obtained the prize of 100*l.*, given by His Grace the Duke of NORTHUMBERLAND, K.G., in 1851. She was liberally purchased by the Ramsgate Harbour Commissioners, without regard to cost, and had, shortly before the above severe test of her qualities, undergone, at a great expense to the Harbour Trust, some more recent improvements in her internal fittings.

**SOUTHWOLD.**—On the evening of the 29th of November last, the *Sheraton Grange*, brig, of Sunderland, having struck on the Aldboro' Napes, on the coast of Suffolk, was seen drifting towards Southwold, with a flag of distress up, and evidently in an unmanageable state.

The sea being very heavy, and the night fast setting in, it was not deemed prudent for any of the yawls to proceed to her assistance, but the two coxswains of the life-boat, BENJ. KERRINGTON and WILLIAM WATERS, speedily collected a crew, and after an hour's struggle against wind and sea, succeeded in reaching the brig, which was, however, deserted by her crew, who had taken to their long-boat.

The life-boat then proceeded in search of the boat and crew, which she was fortunate in finding, as the latter, 9 in number, could not have been conveyed safely to the land in their own boat. They were soon transferred to the life-boat, and taken by her into Southwold Harbour. The life-boat is said to have behaved admirably on the occasion, and the crew to have managed her with much skill.

An account of this boat, which was built by BEECHING and SONS, of Great Yarmouth, will be found under the head of 'Additional Stations' in this number of the Journal.

**BOULMER, NORTHUMBERLAND.**—On the 24th of November last, at 6 A.M., the *Robert Nicol*, brig, of Rochester, went on shore during thick weather, on the South Steel Rocks, off Boulmer.

\* Since the above occasion this life-boat has been twice off to the Goodwin in the night-time, in reply to signals of distress made by the North Sand Head light vessel:—first, to the *Childe Harold*, on the 8th of November, which vessel got on the north end of the Goodwin Sands on that night; secondly, to a steamer, which, however, got out of danger before the arrival of the life-boat on the spot.

The sea, although not very heavy, was too much so for an open coble to go off in.

The life-boat stationed at Boulmer accordingly proceeded to her assistance, manned by the fishermen of the village, and rescued the master and her crew, consisting of seven persons, landing them in safety at Boulmer.

#### WRECK OF THE MERIDIAN.

THE following stirring account of the wreck of the above-named vessel is abridged from an interesting narrative of the same, which appeared in the 'Morning Chronicle' of the 2nd December last, as recounted by one of the sufferers, a gentleman formerly in connexion with that journal, and who, by his presence of mind, correct judgment, and firmness of character, was himself enabled to render important services to his co-partners in distress.

We do not select this particular case as one that stands by itself, but as a graphic description of one of a class, of not unfrequent occurrence, and which, as having but recently happened, will serve to show the necessity that still exists, and now from the increasing emigration and travelling to and fro of our countrymen upon the seas, more and more exists, for the establishment of some authority which shall effectually ensure that no vessel leave a Port of the British dominions, unless properly officered and fully manned, as well as sufficiently furnished with rigging, sails, stores, wholesome provisions, good anchoring gear, suitable boats, and all proper appurtenances for saving the lives of those on board in the event of any casualty occurring.

Happily few lives were lost on this occasion, but the narrative speaks with a warning voice, as showing that but for the providential arrival of the *Monmouth* at this solitary unfrequented spot, 105 human beings would have perished miserably from starvation, occasioned immediately, it is true, from the want of a proper look out being kept, but which bad look out was, it appears, itself caused by the vessel being imperfectly manned.

We are further induced to give admission to this otherwise rather too long a narration

of shipwreck for our small periodical, from a desire to give publicity to, and to hold up to the example of the captains of our own merchant service the noble and truly Christian conduct of Captain LUDLOW, the Commander of the American ship *Monmouth*, as indeed that also of her officers and crew. Conduct which was an honour to themselves and to their country, and a most fitting example to hold up to the emulation of others.

The *Meridian* was one of a line of vessels engaged in the Australian passenger trade, and was a remarkably fine vessel of her class. At the period of her sailing in June last, she was only a year old, having made her first voyage to Moreton Bay the previous year, with Government emigrants, under the charge of the same commander, Captain HERNAMAN, an able and experienced navigator. She was a large barque of 579 tons register; she had 26 chief cabin, and 58 steerage, passengers; in all 84, of whom 41 were children under the age of 16 years, 17 women, and 26 men. Her crew nominally consisted of 23 persons, but exclusive of the captain and the 3 mates, there were only 10 able seamen on board. There were 3 boys reckoned in the crew, one of whom was chiefly employed in looking after the live stock on board; two cooks, and three stewards, as well as a former clerk in Somerset-house, who had never before handled a rope in his life, but who worked as a sailor in consideration of paying only 10*l.* as passage-money. It may seem superfluous to add that in a ship so manned no allowance was made for contingencies; and it happened that our complement of able seamen already too small, was further diminished by one of them being on the sick list for nearly the whole of the voyage, and by another being taken away to supply the place of the chief cabin cook, whom age and infirmity had rendered incompetent. As the ship was so short of hands, it was next to impossible to keep a regular watch forward, for with one man at the wheel, and another on the fore-castle, there would only have been two able seamen in each watch to work the ship, and, accordingly, when work had to be done, the "look out" was called away to assist. We had, however, one of the finest passages

that ever was made, till we reached the 20th degree of south latitude. But on the night of the 23d of August, when we were running for St. Paul's, which the captain wished to sight in order to correct a suspected error in his chronometer, we encountered a strong gale, which induced him to alter our course, and bear up for Amsterdam, an island in the same meridian of longitude as St. Paul's, but fifty miles to the southward of it. The gale continued all night and the following day, in the course of which we passed the barque *John Sugars*, of London, bound for Sydney, and which we ascertained by a printed list of departures to have left Gravesend 14 days before us. We had spoken several vessels in the course of the voyage, and had invariably found, on comparing notes, that we had made a quicker passage than any of them. Captain HERNAMAN was strongly influenced by a sense of professional emulation; he could not bear to be beaten by another ship, and soon after passing the *John Sugars* he ordered the ship's course to be altered a point, steering E. by S., so as to let the *Meridian* go more freely before the wind, though the night was very dark, the gale increasing, and he himself believed that his chronometer required correction. He told his passengers that he expected to make Amsterdam about twelve o'clock at night, and he contented himself by telling Mr. LAMBURD, the first mate, whose watch on deck commenced at six o'clock, to keep a good look out. It is but justice to that officer to state that he, as well as the rest of the officers and crew, had been up all the preceding night, and was no doubt much fatigued; but it is equally due to truth to add, that there was no look out on the fore-castle, and that he and the whole of his watch (except the man at the wheel) were engaged a little before seven o'clock in baling the water out of his cabin, which had been partially inundated by a sea, which had just before then burst over the vessel. After this the course of the vessel was altered, by the captain's direction, to east. The tea-things in the cuddy had just been cleared away, and many of the children were being undressed, when a smart shock shook the vessel from stem to stern. At

first I believed that we had run foul of another vessel, but in a minute or two afterwards five or six more violent shocks, accompanied by a peculiar grating sound at the bottom of the vessel, left no room for doubt upon the nature of the misfortune which had befallen us. And for a time all was confusion, terror, and despair.

The moment that the vessel struck, Capt. HERNAMAN, who was standing in the passage leading to the cuddy, rushed up the poop stairs, exclaiming three times, "where is Mr. LAMBURD?" As the captain gained the quarter-deck, the awful truth burst upon him, and, with another exclamation of "My God! it is the island!" he seized the wheel, and put the helm hard a-starboard. He then stripped off his coat, waistcoat, and trousers, shouted, "now every man for himself," and bade one of the hands, named CHARLES SNOW, assist him in casting off one of the hen-coops. While they were thus engaged a heavy sea burst over the poop, and swept him and SNOW overboard, but SNOW caught a rope as he fell, and climbed up again, some of the crew got into the main-top, others held on to other parts of the rigging, exposed, of course, to the fury of the waves, which repeatedly washed over them.

Meanwhile, the situation of the passengers in the 'tween decks was awful in the extreme. The vessel lay very much over on her port side, towards the shore, and every sea that swept over the decks deluged the second cabin with water, and broke in the cabins on the lee side in less than five minutes after the vessel had struck.

Our situation, indeed, appeared so desperate that I believe very few cherished the hope of escape, and for my own part I exhorted all about me to think no more of this life, but to implore God's mercy and forgiveness while there was yet time vouchsafed for repentance.

The mainmast fell about half-past one o'clock in the morning, and the vessel parted in two close to the after hatchway on the main deck. The mainmast descended gradually, with all the rigging standing, athwart the breakers to the boulders above, thus forming a kind of bridge between the ship and the shore, of which such of the sailors as had not already landed were not slow to

avail themselves. Some of the younger men among the passengers followed their example; but no efforts were made by the seamen generally, who alone could be of any service under such circumstances, to save the women and children. Mr. WORTHINGTON, however, the third mate, declared that he would not leave the vessel till every woman and child had quitted it, and he and SNOW repeatedly passed over from the shore to the ship, and back again, though knocked down several times by heavy seas, in order to conduct those who would venture over.

On landing, the sight that presented itself was indeed appalling. Before us lay huge boulders, piled up irregularly, till they reached an altitude of 40 feet or 50 feet, where they were hemmed in by a perpendicular wall of black ferruginous rock, about 100 feet high, rendering a further advance from the sea in that direction impossible. A small portion of the fore-castle of the *Meridian* was still visible above water, but the rest of the forepart of the vessel was completely broken up, and pieces of the wreck were dashed by every sea on the rocks. The sailors—though with the exceptions already mentioned, they had done little or nothing to assist in the escape of the passengers—had not been idle since they got on shore. They had lighted a fire, and had opened several bales of clothing, which was distributed freely among all, as soon as they set their foot on the rocks. And it is not going too far to say that, but for this providential supply, half of the women and children must have soon perished from wet and cold. Before sunrise, by God's mercy, every soul on board had escaped from the wreck, with the exception of the unfortunate Captain of the *Meridian*, the old cook, THOMAS GEORGE, and a Swiss steerage passenger, named PFAU, all of whom were washed off the deck soon after the vessel struck.

Rescued almost by a miracle from certain death, we were yet placed in a situation, the contemplation of which would have made the stoutest heart quail, if its horrors then had been fully known to us. But we were mercifully spared that knowledge. The island of Amsterdam is of volcanic formation,

and is about 24 miles in circumference. It lies quite out of the track of vessels going to Australia, which usually shape their course at least two or three degrees more to the southward, in order to fall in with the westerly winds, which usually prevail in the higher latitudes. The island is uninhabited, and produces nothing fit for the food of man, except some wild cabbages in the north-eastern parts of the island, originally planted there by the shipwrecked crew of a French vessel.

At the suggestion of some of the principal passengers, I was nominated to the office of storekeeper and distributor of provisions, and in the hope of doing some good, I accepted it, and endeavoured to prevail on the seamen and passengers, with whom I came in contact, to gather together as many stores as they could collect, while I employed my time in storing away in small cavities under the over-arching rocks the few provisions that had been already found. By the evening we had got two bags of biscuit, one of them a good deal damaged by salt water, several tins of salt herrings, two or three pieces of salt beef, and a few bottles of port wine. A biscuit for every adult, and half a biscuit for each of the children, were served out as rations for the day, and herrings for those who chose to take them, but as no fresh water had yet been found, there were but few applicants for them. That night all of us, except a few of the women and children, for whom a sort of tent had been prepared, with the help of a few boards and a sail, lay down on the rock, a hard couch for people who had probably never passed a night in the open air in their lives, except on the top of a stage coach, well wrapped up in shawls or over-coats.

The following day (Friday) much more activity was shown in collecting provisions, and a place was discovered, about a third of a mile eastward of the wreck, where an ascent to the top of the cliff was practicable. At this point the cliff was about 200 feet above the level of the debris, which served as a breakwater against the surf, and thither the seamen repaired in the evening, followed by a few of the passengers. It was no easy matter to scale this ascent, for about 15 feet



from the top a perpendicular mass of rock hung over the path, but the sailors passed down two guide ropes for the men, and a third for hauling up the women and children. The majority of the passengers, with the chief mate and myself, passed the night, as before, on the rocks; but on the next day, the 27th, it was determined that a general removal to the new encampment on the cliff should take place without delay. Accordingly, with the exception of the chief mate and myself, who remained below to take charge of the stores, all the passengers ascended the cliff in the course of the day, and very little addition was made to the scanty stock of provisions which we had in hand. We had now only enough biscuit to last a week, a canister half full of preserved potatoes, a few cases of preserved meats, a large canister of very good tea, five or six pieces of salt beef, two hams, about twenty-five cases of herrings, the brandy and wine, a box of raisins, two dozen or so of candles, five boxes of lucifer matches, two double-barrelled guns, a six-shot revolver, two ship's pistols, five flasks of gunpowder, and a small quantity of shot and bullets. These were all the means and appliances we possessed for the sustenance of 105 persons, a large portion of whom were women and young children, incapable of doing anything for themselves.

The Sunday night (the 28th) I passed again with Mr. LAMBURN on the rocks by the stores, in no very buoyant frame of mind, but still not without an humble hope that the all-powerful Being who had so mercifully preserved us from death by drowning and cold, might still point out some means for our deliverance. I need not attempt to describe, therefore, what my feelings were when I received, on the following morning, the unlooked-for intelligence that a ship was rounding the point, and that she had twice answered our signal flags on the cliff, consisting of two red shirts and some yards of white flannel, by lowering her ensign. Very soon afterwards I saw the vessel myself. She was a whaler, apparently of about 300 tons, and still kept her ensign flying. After a time she tacked, and tried to stand in, but the wind blew so hard from the land that

she was compelled again to stand out to sea. We were sanguine, however, in our anticipations that she would assist us in some way, either by taking us off the island or by supplying us with provisions. Unfortunately this impression had the effect of inducing the crew and the able-bodied among the passengers to abstain from further exertion. The sole addition to our stores on Sunday was two baskets of dried apples; and Monday night closed in, without any greater augmentation of our supplies than four tins of smoked herrings. On the Monday night a gale rapidly set in upon the land, and continued until the morning, by which time all that remained of the once proud *Meridian* was the mere outer planking of the poop, which had been driven end on upon the rock, and lifted at least 10 feet higher than it was on the previous evening.

The remainder of the provisions were now got upon the cliff, and the encampment there presented an aspect of something like comfort when contrasted with the uneven surface of the craggy bed on which the majority of the passengers had passed the first two nights. The following day (Wednesday, August 31) it was arranged (for we had seen nothing of the whaler since the Monday) that an expedition should be sent to traverse the island, and find out some place where a boat could land and take us off. Whilst, however, the exploring party were preparing to start, and as the morning's rations were being issued, the cry was suddenly raised, "A boat, a boat!" and running to the point where the flagstaff was erected, we distinctly saw a whale boat rowing near the shore, at a safe distance from the surf. The steersman waved a flag in his hand, and pointed it two or three times towards the quarter from which the boat had come; and then the boat, turning its head round, pursued its way back again. All was now bustle, hope, and joy. Many audibly expressed their humble thanks to Almighty God for their deliverance, which they expected to be immediate, and preparations were made for instant departure. Alas! neither we who were on the cliff, nor those who were in the boat below, were at all aware of the dangers and difficulties of the road which we had to

traverse, nor of the sufferings which we were destined to undergo before our final rescue. The captain of the vessel, who was himself steering the boat, fully calculated upon our arrival that evening at the point where his ship was in waiting to receive us, for the distance by the coast was only about twelve miles, and we ourselves, though we did not know what the distance was, entertained the same impression. But a heavy gale of wind sprang up, soon after the boat left us, and it was with great difficulty that the captain and his boat's crew were enabled to regain their ship. The vessel was obliged to stand out to sea immediately, and when the gale ceased, which was not till 48 hours afterwards, the brave fellows were 80 miles from the island of Amsterdam. As we were to follow the boat, it was necessary to keep the sea constantly in view, and the route taken, therefore, lay along the cliffs, on the eastern part of the island; the greater portion of it ran through a thick jungle of tall, green cane, generally much higher than a man's head, and occasionally interspersed with patches of sharp-pointed rushes.

The difficulty of the route may be estimated, from the fact that it took the seamen two days to accomplish this journey, and the reader, therefore, will hardly be surprised to learn that it took a train of half-famished, foot-sore, shoeless women and children, assisted by a few men, three days to travel a distance of 12 miles. Frequent rests were indispensable to fathers and mothers with infant children tied behind their backs, having nothing but a herring a-day to eat—some had only two herrings for the three days—and the last day almost entirely without water.

It may here be mentioned, that on the second evening of the journey, just as the large party with which I was travelling had taken up their ground for the night, a tall, powerful man, in a sailor's garb, appeared on the brow of a hill which we had just descended, and told us that he was the mate of the boat which we had seen the day before, and that he had been landed by Captain LUDLOW for the express purpose of looking after us. He had already made his way across the mountain to the encampment

on the cliff, and having slept there on the Wednesday night, he was now on his return to the cabbage-garden, where we were to be embarked. The whole party sprung up at this announcement, as if they had simultaneously received an electric shock; hunger and exhaustion were alike forgotten for the moment, and every one struggled on as far as he could, till darkness fell upon the now widely-separated party, and made a further advance for the night impossible.

And here it is but an act of justice to mention the obligations which the passengers in general incurred to the seaman in question, SMITH by name, and an Englishman by birth, who did everything in his power to assist and encourage the jaded travellers. The supplies which we had brought with us were now exhausted, and all hands, especially the women and younger children, were reduced to such a state of weakness that it was evident to all who thought about the matter that it was next to impossible for a great many of us to hold out until the middle of the next week. The Saturday and the Sunday (3rd and 4th of September) passed away, and still no signs of the ship. Our situation on the Sunday night was indeed critical. The supply of water had just failed, and there was none to be had within less than the distance of nearly a mile, which was far too great for us to walk several times a-day, in order to fill with water the few wine bottles or boots that we possessed. There was but a day's supply of cabbage remaining, and unless God should send us immediate aid, it was clear that two or three days would put an end to the sufferings of many. But at daybreak on Monday morning our deliverers were at hand, A long and tremendous shout of "Ship, ship," from the stentorian lungs of SMITH, aroused the whole encampment, and fervent thanks were offered up to Almighty God for this renewed instance of his mercy. The *Monmouth* was seen standing in towards the shore, with a fair wind; but as we could not tell when she would be able to send her boats, we again betook ourselves to our allotted occupations of collecting fuel, &c.

And we had just boiled and eaten the

first sardine tinful, when a shout from below aroused our attention, and looking in the direction from which the noise proceeded, we saw SMITH, and a tall, commanding-looking man, the latter of whom had enough to do to shake hands with the people who thronged around him. It proved to be Captain LUDLOW, of the *Monmouth*, from Coldspring, in the State of New York, who had come ashore in his own boat to bring us off at once. He was followed by the second mate of the ship, who brought with him some biscuits and a piece of pork, which was rapidly distributed among the famishing multitude; but Captain LUDLOW allowed no one to sit down and eat it, and told us that not a moment's time was to be lost, and that it was but a quarter of a mile to the place where the boats lay.

The spot selected for embarkation, the day being fine, and the water remarkably smooth, was a ledge of rocks jutting out into the sea, at a point where the surface of the island was more than usually depressed. It proved, in fact, a natural wharf; but so rarely is it available, owing to the surf, for the purpose to which it was that day applied, that Captain LUDLOW was the only person on board the *Monmouth* who was aware of its existence. More biscuits and pork were distributed here, and were devoured with a relish which famine only can impart.

There were four whale-boats employed in taking us off, the women and children going first, and by noon all those who had escaped from the wreck were on board the *Monmouth*, with the exception of the chief cabin steward and a little girl, whom he carried on his back (both of whom were brought off on the following day), and a steerage-passenger, named PELL, who severely injured his foot among the rocks on the first day of the wreck, and who was unable to travel. Plenty of provisions, however, had been left with him at the encampment on the cliff, and, to save this man, Captain LUDLOW left on the island four of his own men, including SMITH, with instructions to bring him off as soon as possible, for he declared that, unless he saved the life of every person who had escaped shipwreck, he should look upon his work as incomplete.

And surely, when Captain LUDLOW stood upon the deck of his staunch old vessel, and gazed upon the grateful but haggard countenances and emaciated bodies of more than a hundred fellow-creatures, almost reduced to the last extremity, he might well feel a degree of anxiety in the completion of an achievement which nothing but an indomitable resolution would have enabled him to accomplish. Another gale sprang up on the Tuesday, after we had embarked, and we were again obliged to stand out to sea, nor could we approach near enough to take the men off till the Friday afternoon, when the captain manned his own boat, and brought PELL and his own four men on board. With three hearty cheers for Captain LUDLOW and his brave crew, we then left Amsterdam; and after a very fine but rather slow passage of 17 days, we arrived at the Mauritius.

On board the *Monmouth* all that could be done by respectful sympathy and unobtrusive kindness was done for us, in order to make us forget the hardships which we had undergone, and that not merely on the part of Captain LUDLOW, but by all hands in the whaler, down to the cook's mate. And it must be borne in mind that every man of the *Monmouth's* crew incurred a considerable pecuniary loss by his participation in Captain LUDLOW's views. In a whale-ship, no one receives any wages, but every one takes a certain share in the profits of the voyage, according to his rating in the ship. They had been out two years, and had not been very successful, the *Monmouth* being only half full of oil. They had come upon fishing-ground, where, in a few days, they might have filled the ship, for I myself saw several whales sporting about, close to the shore, and one monstrous fellow showed his black back above the water, within an eighth of a mile from the boat which carried me to the ship. But not a murmur was heard from the lips of the gallant "*Monmouths*," at the loss of their whaling-season, and with it a sacrifice of their means of living. We were liberally supplied with food, and the quality was such that I should like to see it emulated in English passenger-ships.

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The COMMITTEE have the pleasure to announce, that a PUBLIC DINNER, in aid of the funds of the Institution, will be held early in MARCH next, when it is expected His Grace the Duke of NORTHUMBERLAND, K.G., President of the Society, will take the Chair. The co-operation of the supporters and friends of the Institution is kindly solicited on the occasion.

The COMMITTEE also desire to call the attention of the public to the fact, that during the past year 1115 wrecks took place on the Coasts of the United Kingdom, accompanied by the fearful loss of 920 lives. They have, however, the satisfaction to state, that during the same period they voted, in addition to 23 silver medals and 13 other honorary rewards, a sum of 314*l.*, to persons who had assisted in the saving of 773 lives, many of whom were rescued by the use of the Life-Boats of the Institution.

Additional Life-Boats have recently been placed by the Society at Aldborough, Lyme Regis, Penzance, Sennen Cove, Budehaven, and Barmouth; others are building, and will shortly be ready for Dungeness, Ardrossan, Clogher Head, and Newcastle, Dundrum.

The cost of each of these boats, including carriage and boat-house, cannot be reckoned at less than 300*l.*, in addition to a permanent annual outlay for the pay of the coxswain and exercise of the crew of each boat, towards meeting which the Committee earnestly invite the co-operation of the Public.

The Committee gratefully acknowledge the following additional contributions:—

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