THE LIFE-BOAT,

OR

JOURNAL OF THE NATIONAL SHIPWRECK INSTITUTION.

No. 12.7

APRIL, 1854.

PRICE 2D. STAMPED 3D.

At the Annual General Meeting of the ROYAL NATIONAL SHIPWRECK INSTI-TUTION, held at the Offices of the Society, John Street, Adelphi, on Tuesday, the 11th day of April, 1854,

CAPTAIN SHEPHERD, H.C.S., Deputy Master of the Trinity House, VICE-PRESIDENT, in the Chair,

The following Report of the Committee was read:—

ANNUAL REPORT.

In presenting their Annual Report to the subscribers and the public, the Committee of Management have the satisfaction to state that, in no former year in the annals of the Shipwreck Institution, now extending over thirty years, have its life-boats been so successfully used in saving the lives of shipwrecked persons as during the last twelve months,

Notwithstanding, however, the success that has crowned their efforts,—and it is with a deep feeling of gratitude to the Giver of all Good that they acknowledge this success,—and notwithstanding similar efforts on the part of several local Committees and sister institutions, the lamentable fact remains that many hundreds of our fellow-creatures have perished from shipwreck on our own coasts during the late autumn and winter—yet another proof, if any were wanting, of the imperative need of increased exertions in the sacred cause in which the Institution is embarked.

General Proceedings.—As usual, the attention of the Committee has been directed to rewarding acts of gallantry for saving life, and for this purpose they have had the gratification of bestowing nearly 2001. on

courageous pilots, boatmen, and fishermen; a sum they would gladly have doubled or trebled had the state of their finances admitted their doing so.

They have, also, taken into their very serious consideration the necessity that exists for an increased number of life-boat stations; and their Inspector of life-boats has visited various localities on the coast, and furnished a detailed report on the state of the several existing life-boats. The Committee hope to be enabled gradually to replace the boats which have become old and inefficient, and, with the assistance of the public, to establish additional stations.

The past year has deprived the Institution, by death, of several of its oldest and most attached friends, amongst others, of its esteemed and valued Chairman, Mr. Alderman Thompson, M.P.; and also of Mr. George Palmer, its late much respected Deputy Chairman. The Committee are glad, however, in being enabled to state that Mr. Thomas Baring, M.P., has accepted the former vacancy, and Mr. Thomas Chapman, F.R.S., that of the latter office.

Life-boats.—In the last Annual Report it was stated that a life-boat was ready to be sent to Barmouth, and that others were in a state of forwardness for Aldborough, in Suffolk; Lyme Regis, in Dorset; and Sennen, in Cornwall. In addition to the

above, new boats, on Mr. PEAKE's design, have been stationed at Dungeness; Ardrossan, on the west coast of Scotland; Newcastle, Dundrum Bay; and at Skerries, in the county of Dublin. Life-boats on the same plan have also been built under the direction of the Committee for the Prussian Government, to be stationed at Stettin: for the Harbour Commissioners of Aberdeen; and for the Corporation for improving the port of Dublin. The Danish Government. who were about to build three additional life-boats, and were desirous to have the advantage of examining a plan of Mr. Peake's life-boat with the latest improvements, have also been furnished with a design of the same. Several of these boats have already proved useful, and won the confidence of their crews. In particular, they may quote that at Lyme Regis, which, under extraordinary circumstances, showed itself to have, in an eminent degree, all the qualities which it has been considered desirable that lifeboats should possess. The Sizewell life-boat on the Suffolk coast has been transferred to Thorpe, two miles further south, where there is greater facility for manning and launching her; and where she is placed under the supervision of the Aldborough Committee. The life-boat stationed at Eastbourne by the late Mr. Fuller, of Rose Hill, has been liberally presented to the Society by Mr. A. E. FULLER, M.P.

The life-boats in connexion with the Institution have been the means of saving the lives of the crews of the following vessels during the past year:—

Earl of Newburgh, of La Jeune Rose, of Shields . . Bayonne Tonton Pierre, of Monarch, of Guernsey 10 Nantes . Heroine, of Burnham Margaret, of Bide-Canadian, of Shields. Olinda (passengers), Robert Nicol, of Perth of Liverpool 9 8 Penninghame, of Bel-Ranger, of Jersey Compect, of Salcombe fast 11 Total .

Although some steps in advance have been made towards completing the coast with life-boats, the Committee have been reminded by the numerous wrecks of the last year, that much more still remains to be done. Among other points, new life-boats are

wanting, or old ones need replacing, at the following stations:-at the Orkney and Shetland Isles; at Fraserburgh and Peterhead, on the east coast of Scotland; at Berwick, Holy Island, and Tyne-Hood's mouth: at Robin Bay Spurn Point, Yorkshire; at Hunstanton and Winterton, Norfolk; at Deal, Kent; at Brighton and Rye, in Sussex; Portland, Dorset; St. Ives, Scilly Islands, and Padstow, Cornwall; at Penarth, Swansea, Carmarthen, Fishguard, Aberystwith, Penrhyn Du, on the coast of Wales; at Clogher Head, Arklow, Rosslare, Blackwater, Tramore, Youghal, and Courtmacsherry, on the east and south coast of Ireland.

The Committee have to express their thanks to the Lords Commissioners of the Admiralty, for conveying the Dungeness life-boat to her station free of expense, immediately on application being made to their Lordships.

Life-boat Carriages.—In consequence of the lamented death of Colonel Coloudoun, R.A., the late Chairman of the Carriage Sub-Committee, and other causes; the construction of these important adjuncts to lifeboat establishments has not been proceeded with during the past year, but the Committee have instituted inquiries at Liverpool, Hartlepool, and elsewhere along the coast, with the view of obtaining designs for the best description of carriage. The subject is now before Colonel Tulloh, R.A., at the head of the Carriage Department in the Royal Arsenal, Woolwich, who will turn his attention to it as soon as the pressing exigencies of the public service will admit of it; and the Committee hope, during the present year, to furnish with one of the best descriptions of carriage, every life-boat on their establishment which is in need of one.

Boat-houses. — Boat-houses have been built during the past year, at Lyme Regis; Newcastle in Dundrum Bay; Ardrossan; and one removed from Aldborough, on the coast of Suffolk, to Thorpe. Others are in course of construction at Skerries, Dungeness, and Penzance.

Local Committees.—Branches of the Society have been formed at Ardrossan, Eastbourne, and Skerries, with Local Com-

mittees of the resident gentry and others, through whose instrumentality the Committee hope to ensure the efficient management of the several life-boats committed to their charge. At page 117 after the general list of Subscribers to the Institution, will be seen some lists of those who are so through its local branches at Aldborough, Bridlington, &c.

Shipurecks.—The Committee lament to state that the destruction of human life from shipwreck has been very large on the coasts of the United Kingdom during the past year. It is, however, a source of satisfaction to the Committee to find that public attention, as also that of Her Majesty's Government, has been directed to this important subject, and to the consideration of means for preventing shipwrecks, and for saving life on occasions of disasters at sea. believe that, by the introduction of improved descriptions of life-boats, and their general adoption on the coasts; an increased number of life-boat, rocket, and mortar stations; greater liberality towards those who risk their lives to save those of others; and especially by the use of suitable measures on board ship, such as the being furnished with the means of effecting communication with'a lee shore, to diminish the danger on those occasions—that this frightful loss of life may be materially lessened in future years.

The Committee had occasion to observe in their last Report that the year 1852 had been the most disastrons as respected shipwrecks on record; the large number of 1100 wrecks, with the loss of upwards of 900 lives, having taken place during that period, on the coasts of the British isles. And they regret to have to state that, as far as could be ascertained from "Lloyd's List" and other authentic sources, nearly 800 wrecks, with the loss of about 870 lives, occurred on the coasts and within the seas of the United Kingdom in the year 1853. awful gale of last January, 257 wrecks occurred on our coasts, accompanied by the fearful sacrifice of 486 lives. Who can contemplate the vast amount of misery which such a loss of life must necessarily entail, without asking himself the question—" Can I not, directly or indirectly, assist in lessening or mitigating such calamities, by contributing towards providing means for saving life from wrecks?" The aid solicited is comparatively small, and the recompense, if but one life be saved, is incalculably great.

Rewards.—As has already been stated in the preceding remarks, nearly 2001.—little, indeed, but all that the Committee could with prudence afford to give-including one gold medallion, fourteen silver medals, ten other honorary rewards, have and been voted during the past year, a detailed account of which will be found in Feeling the importance the Appendix. of a judicious and impartial distribution of the funds applied to this object, the Committee have devoted much time and careful attention to the subject: and they have in no instance granted either pecuniary or honorary rewards without minute inquiry into the circumstances attending the several services performed. In this, as in other respects, they have been materially assisted by the Comptroller-General, Deputy Comptroller-General, and the officers of Her Majesty's Coast Guard-Service. With reference to the rule by which these rewards have been made, the Committee would remark, that the amount has been in each case proportioned rather to the degree of risk incurred and intrepidity displayed, than to the number of lives saved. Indeed, in the distribution of the limited funds at their disposal, they in no case pretend to give an equivalent for the risk of life incurred by the salvors, or the value of the lives saved, since human life is a blessing above all pecuniary consideration; but all they profess to offer is an acknowledgment, in proportion to the means at their command, of the value and meritorious character of the services rendered.

Since the commencement of the present year an exceptional case to the general rule of the Society, which confines its operations to the coasts of the United Kingdom, has occurred, by the presentation of the gold medallion of the Institution to Captain ISAAC LUDLOW, of the American whaling-ship Monmouth, in testimony of his gallant and persevering conduct on the occasion of the wreck of the English emigrant ship Meridian, on the island of Amsterdam, in August last;

and the Committee have the gratification to add, that Her Majesty's Government have marked their approbation of the gallant conduct shown on this occasion by offering to Captain Ludlow a present of 100 guineas and a gold chronometer by Dent.

The total number of persons saved from shipwreck since the first establishment of this Institution, and for rescuing whom the Committee have granted honorary and pecuniary rewards, is shown in the following list:—

| In the Year | No. of Lives Saved. | In the Year | No. of Live Saved. |
|----------------|------------------------|-------------|-----------------------|
| 1824-5 | 124 | 1839-40 | 279 |
| 1825-6 | 218 | 1840-1 | 353 |
| 1826-7 | 175 | 1841-2 | 128 |
| 1827-8 | 163 | 1842-3 | 276 |
| 1828-9 | 301 | 1843-4 | 236 |
| 1829-30 | 463 | 1844-5 | 193 |
| 1830-1 | 372 | 1845-6 | 235 |
| 1831-2 | 287 | 1846-7 | 134 |
| 1832-3 | 310 | 1847-8 | 157 |
| 1833-4 | 449 | 1848-9 | 123 |
| 1834-5 | 214 | 1849-50 | 209 |
| 1835-6 | 364 | 1850-1 | 470 |
| 1836 -7 | 225 | 1851-2 | 230 |
| 1837-8 | 272 | 1852-3 | 773 |
| 1838-9 | 456 | 1853-4 | 678 |
| | • | • | |

Total . . . 8867

The operations of the Committee may be thus briefly stated:—Since the establishment of the Institution in 1824, 79 gold medallions and 539 silver medals for distinguished services have been voted for saving life, besides pecuniary rewards, amounting together to 8,974*l*.

Publications.—The Committee have continued to publish the Life-Boat Journal at quarterly intervals, although at a considerable cost to the Institution, owing to the limited circulation, which is, perhaps, inseparable from the character of the work. In the January Number of the present year an engraved wreck chart for 1852 has been inserted, which has been a source of great attraction, and has directed the attention of many persons to the subject.

Finances.—In the annexed balance-sheet will be found a statement of the income and expenditure of the Institution for the year ending 31st March, 1854 from which it will be seen that 1,831l. has been expended on life-boats, and on objects immediately connected with them; and 182l. on medals and rewards for saving life. The total

amount expended has been 2,482l.; while the income from all sources was 1,885l. Thus, notwithstanding that the Committee have to thank the contributors to the Institution for the large amount of support received in the course of the past year, it is yet seen that their expenditure during the same period has considerably exceeded their income, and that they have been compelled again to trench on the funded capital of the Society. This necessity cannot but be regretted, inasmuch as it is evident that the permanent prosperity of the Shipwreck Institution can only be secured by the possession of a funded capital, to which recourse may be had in seasons of extreme severity. But extraordinary exertions have been, and will still, for a time, be necessary, to completely furnish the most dangerous parts of the coasts of the United Kingdom with lifeboats, &c.

The Committee have the gratification to announce that the past year has been distinguished by a donation of 100l. from Her Majesty the QUEEN, who, a few months after Her Majesty's accession to the throne, was graciously pleased to honour the Institution with the same patronage that had been extended to it by Her Majesty's illustrious pre-The Committee have also to redecessors. port the munificent contribution of 210l. from the Corporation of the City of London, which the Committee appreciate the more, as coming from a body fully competent to judge of the merits of the Institution. They would acknowledge here the liberality of an unknown benefactor, under the signature of "A Friend" and the letters "A. B.," who for the last four years has generously paid to the bankers 30l. per annum in aid of the funds of the Society.'

Liberal, however, as has been the assistance which the Institution has received during the past year, the Committee desire once again to point out that its annual expenditure has, during the last three years, of necessity much exceeded its income; they, therefore, to enable them to continue their hitherto successful exertions in the cause of humanity with unabated energy, confidently appeal for a yet greater amount of public support.

| Or. INCOME AND EXPENDITURE,—1st A | pril, 1853, to 31st March, 1854. Cr. |
|--|---|
| To Life-boat Houses (rebuilding Thorpness Boat-house) | By Donations 1,397 13 5 By Subscriptions 207 9 0 —————————————————————————————————— |
| To Addretisements | 9 |
| £2,482 8 | |
| Pr. BALANCE SHEET,—31 £. s. d. £. s. d. To Creditors | st March, 1854. Cr £. s. d. £. s. d By 3 per Cent. Reduced Annuities, |
| To Capital, 31st March, 1853 | Stock £ 9,000 8,617 6 By Cash at Bankers, viz.— Messrs.Willis and Co 87 18 0 Messrs.Coutts and Co 5 1 0 Messrs. Herries and Co 5 0 0 97 19 |
| To Liabilities for Life-boats Building 570 0 0 £8,715 5 6 | £8,715 5 |
| Examined and found correct, 8th April, 10 | |

| No. | Station. | Length. | Breadth | Depth. | No. of Oars. | Weight. | Cost. | When Built. | Name of Builder. | No.ofLives saved by Boat. |
|-----|---|--|-------------------|--|--------------------|----------------|-------------------|----------------------|--|--|
| | Northumberland- | Ft. in. | Ft. in. | Ft. in. | | Cwt. | £. | | | |
| 1 | Boulmer Hauxley Newbiggin | 30 0 30 0 30 0 | 7 9 9 0 7 9 | 3 6 3 6 3 6 | 10 12 10 | 35 53 40 | 130 200 150 | 1852 1852 1852 | Beeching of Yarmouth* Teasdel of Yarmouth – Forrestt, after Peake – | 9 22 - |
| | Cullercoats | 30 0 | 8 0 | 3 6 | 12 | 46 | - | 1852 | Woolwich Dockyard, after Peake. | - |
| | Yorkshire— Filey | 30 0 | 8 8 | 3 6 | 12 | - | 98 | 1824 | Skelton of Scarbro' - | Many. |
| 5_ | Bridlington LINCONSHIRE— | 28 0 | 8 9 | 3 6 | 12 | - | 120 | 1824 | Skelton of Scarbro' - | 65 |
| | Skegness SUFFOLK— | 24 0 | 8 0 | 3 0 | 8 | 30 | 150 | 1825 | Plenty of Newbury - | 53 |
| | Thorpness Aldborough | 24 0 32 0 | 8 0 8 6 | 3 0 3 6 | 8 12 | 30 45 | 168 160 | 1826 1853 | Plenty of Newbury - Forrestt, after Peake | 5 9 |
| | Woodbridge Haven | 24 0 | 8 0 | 3 3 | 8 | - | 168 | 1824 | Plenty of Newbury - | - |
| 10 | Dungeness—No. 1 Battery | 27 0 | 7 6 | 3 6 | 8 | 40 | 135 | 1854 | Forrestt, after Peake - | - |
| | Sussex— Rye—31 Tower - Eastbourne | $\begin{bmatrix} 25 & 0 \\ 25 & 0 \end{bmatrix}$ | 5 9 8 6 | 2 3 4 3 | 6 10 | 18 | 60 - | 1832 1822 | Harton, after Palmer – Simpson of Eastbourne | 19 45 |
| | Worthing | 27 0 | 7 0 | 3 2 | 10 | 30 | 120 | 1852 | Harvey, after Peake - | _ |
| | Dorset— Lyme Regis CORNWALL— | 27 0 | 7 6 | 3 6 | . 8 | 40 | 135 | 1853 | Forrestt, after Peake | 5 |
| 15 | Penzance | 30 0 | 8 0 | 3 6 | 10 | 35 | 105 | 1853 | Semmens, after Peaks | - |
| 10 | Sennen Cove St. Mary's, Scilly - | 25 0 26 0 | 6 8 8 6 | 3 2 3 0 | 10 | 28 35 | 125 150 | 1853 1828 | Forrestt, after Peake Plenty of Newbury | 4 |
| | Budé Haven DEVON Appledore-No. 1 | 27 0 31 0 | 7 6 8 6 | 3 6 | 8 12 | 40 | 135 | 1853 | Forrestt, after Peake Wallis, after Peake | 3 |
| | ,, No. 2 | 17 0 | 6 3 | 2 6 | 4 | 20 | 90 | 1826 | Plenty of Newbury | 88 |
| 20 | WALES— No. 3 | 26 0 | 6 9 | 3 0 | 6 | 20 | 65 | 1831 | Harton, after Palmer | 27 |
| | Cardigan Aberdovey | $\begin{bmatrix} 27 & 0 \\ 26 & 0 \end{bmatrix}$ | 8 0 6 2 | $\begin{bmatrix} 3 & 0 \\ 2 & 4 \end{bmatrix}$ | 8 | 30 18 | 116 166 | 1849 1837 | T. & J. White of Cowes Taylor, after Palmer - | $\begin{array}{c} 2 \\ 21 \end{array}$ |
| | Barmouth | 27 0 | 7 6 | 3 6 | 8 | 40 | 135 | 1853 | Forrestt, after Peake | . |
| | Penrhyn Du Anglesey- | 26 0 | 6 9 | 3 0 | 6 | 18 | 72 | 1844 | Taylor, after Palmer - | - |
| 25 | Cemlyn No. 1 - | 25 2 | 7 6 | 3 6 | 8 | 40 | 135 | 1830 | Harton, after Palmer - | 72 |
| | Holyhead No. 2 - | 32 0 | 6 4 | 2 4 | 8 | 30 | 80 | 1828 | M'Vea, after Sparrow and Palmer | 109 |
| | Rhoscolyn No. 3 - | | 6 0 | 2 . 4 | 5 | 18 | 80 | 1828 1848 | M'Vea, after Sparrow and Palmer | 23 Many. |
| 30 | Penmon, No. 4 - Llanddwyn, No. 5 - Moelfre, No. 6 - | 27 0 | 7 0 | | 6 5 6 | 20 18 - | 78 65 - | 1840 1854 | Costain of Liverpool - Taylor, after Palmer - Griffiths, after Skinner | 66 |
| | IRELAND- | | | ł | | | | | | |
| | Rosslare, Wexford Kilmore, Wexford | 26 0 26 0 | 6 9 | 3 0 | 5 | 20 20 | 70 73 | 1839 1847 | Taylor, after Palmer - Taylor, after Palmer - | 33 |
| 1 | Derrynane, Kerry - Newcastle, Dundrun | | | | 5 8 | 20 40 | 75 135 | 1844 1853 | Taylor, after Palmer - Forrestt, after Peake | - |
| 35 | Skerries, Co. Dublin | 29 1 | 7 9 | 3 8 | 10 | 40 | 142 | 1854 | Forrestt, after Peake | - |
| | SCOTLAND Ardrossan | 27 0 | 7 6 | 3 6 | 8 | 40 | 135 | 1853 | Forrestt, after Peake | _ |

| | At whose Expense | | GLA SERVICE TO BE |
|-----|--|---|--|
| No. | first placed. | Under whose Management. | State of Repair—Remarks, &c. |
| 1 | Duke of Northumberland Duke of Northumberland Duke of Northumberland Admiralty | Local Committee Local Committee Local Committee Local Committee - | New. B. Stephenson, coxswain. New. John Matthews, coxswain. New. Philip Jefferson, coxswain. New. John Redford, coxswain. |
| 5 | Shipwreck Institution and Local Subscriptions. Shipwreck Institution – Shipwreck Institution – | Local Committee - Local Committee - Lincolnshire Association | Placed in thorough repair, chiefly at the cost of the Ship-wreck Institution. Lately repaired; partly at the expense of the Shipwreck Institution. In good repair. Samuel Moody, coxswain. |
| | Shipwreck Institution — Shipwreck Institution and Local Subscriptions. Local Subscriptions — | Local Committee - { Coast-guard | In good repair. Removed from Sizewell, 1853. New. In good repair. |
| 10 | Shipwreck Institution - | Coast-guard | New. |
| | Shipwreck Institution - John Fuller, Esq | Coast-guard Local Committee - | In fair repair: A more powerful boat required. Transferred to National Shipwreck Institution in 1853 by A. E. Fuller, Esq., M.P. |
| | Shipwreck Institution and Local Subscriptions. | Local Committee - | New. |
| | Shipwreck Institution and Local Subscriptions. Shipwreck Institution | Local Committee - Local Committee - | New. |
| 15 | Shipwreck Institution - Shipwreck Institution - Shipwreck Institution - | James Trembath, Esq. Mr. Buxton - Local Committee - | New. In fair repair. New. |
| | Shipwreck Institution and Local Subscriptions. | Local Committee - | New. |
| 20 | Shipwreck Institution - Shipwreck Institution - | Local Committee - Local Committee - | In fair repair. Sationed at Watertown. To be replaced by a more powerful boat. |
| | Local Subscriptions - Shipwreck Institution and Local Subscriptions, | Local Committee - Local Committee - | In good repair. In fair repair. |
| | Shipwreck Institution and Local Subscriptions. | Local Committee _ | New. |
| | Shipwreck Institution - | Rev. John Owen - | To be replaced. |
| 25 | Shipwreek Institution - | Rev. James Williams - Lieut. Lascelles, R.N. | In good repair. Transferred from Moelfre in 1853. |
| | Anglesey Association - Anglesey Association - | Rev. John Williams | In good repair, In good repair. |
| 30 | Anglesey Association – Anglesey Association – Anglesey Association and Shipwreck Institution. | Capt. Ogle, R.N Mr. J. Jackson | In good repair. John Williams, coxswain. In fair repair. Maintained by Carnarvon Harbour Trust. Building, and will seen be ready. |
| | Shipwreck Institution – Shipwreck Institution – Shipwreck Institution – Shipwreck Institution and Local Subscriptions. | Mr. Wall, Tide Surveyor Coast Guard - M. O'Connell, Esq | In fair repair. Under repair. In fair repair. New. |
| 35 | Shipwreck Institution and Local Subscriptions. | Local Committee - | New. |
| | Local Subscriptions | Local Committee - | New. |

^{*} The water ballast being removed and replaced by an iron keel and cork ballast.

AWARD OF MEDALS, GRATUITIES, ETC.

THE following is a list of the cases in which the ROYAL NATIONAL INSTITUTION FOR THE PRESERVATION OF LIFE FROM SHIPWRECK have voted Honorary or Pecuniary Rewards, to persons who have been instrumental in saving lives during the year 1853-4.

Feb. 26, 1853.—The schooner Nisus, of Goule, became a total wreck, during a N.E. storm, about 100 fathoms from the shore at North Sunderland. Every exertion was used by 2 boats to rescue her crew, but without success, one man only being saved. Reward.—Silver medal to coastguard chief boatman, John Knight, who went off four times to attempt the rescue of the crew. Boats' crews rewarded locally.

March 14.—The schooner Harmony, of Londonderry, sank off Greencastle Harbour, on the coast of Ireland, during a gale of wind from E.S.E.; crew of three men and a female, saved by a country yawl, manned by 10 men. Coastguard commissioned boatman, William Brice, jumped out of the boat on a half-tide rock, to save a seaman, whom the boat could not approach. The boat was then swept away by a receding sea; but another wave having brought her back, Brice pushed the exhausted man into the boat, and followed him. Reward.—Silver medal to W. Brice, and 41. 10s. to be divided amongst the other men.

April 5.—The schooner Navarino, of Guernsey, was stranded, during foggy weather, near St. Catherine's Point, Isle of Wight. Crew of 6 men, saved by Dennet's Rocket Apparatus. The coastguard men and others descended on a rock to assist the crew to the shore. Reward 41. 10s.

April 8.—A fishing-boat, on entering Staithes, near Whitby, was capsized during a gale of wind from the N.E. The accident being observed from the shore, a boat, manned by 5 men, was immediately launched, and succeeded in saving 2 out of 3 of the crew. Reward 51.

April 25. — The brig *Tonton Pierre*, of Nantes, was stranded off Bideford. Crew of

8 men saved by the Appledore life-boat. Life-boat's crew rewarded locally.

May 3.—The ship William and Mary, of Bath, State of Maine, was wrecked on the coral reefs off the Bahama Islands. Passengers and crew, consisting of 160 persons, saved, in two trips, by Mr. John Sands (a man of colour), master of the schooner Oracle, of Nassau, New Providence, West Indies. Reward.—Silver medal to Sands, in testimony of his gallant services on the occasion. (See further particulars of this case in the Life-boat Journal, No. 11, p. 86.)

May 12.—The schooner William and Mary, of Southwold, whilst running into Lowestoft Roads, ran into a vessel at anchor, stove in her bows, and sank in about twenty minutes afterwards. After much exertion, the master, who was holding by the mast of the sunken vessel, was saved by the master and crew of the schooner Glenmoriston, who lowered their boat, and proceeded to his rescue. Two men got on board the Lily billyboy, with which they had been in contact, and two others were drowned. Reward.-Silver medal to Mr. Francis Stannand, the master of the Glenmoriston, and 11. 10s. to his men.

July 14.—The brig Cybele, of Dundee, during a strong N.E. gale, was stranded off St. Andrew's Harbour, Scotland. Crew of 10 men saved by the St. Andrew's life-boat, which was manned by—STEELE, Esq., J.P., and several others. Reward.—Thanks of the Committee to Mr. STEELE, and a reward of 3l. 10s. to the life-boat's crew.

July 14.—The screw steam collier Countess of Strathmore foundered off Whitby, during a gale of wind. Portion of the crew saved through the praiseworthy exertions of Mr. Thomas Gray, master of the sloop Brougham, of Boston, which was off Whitby bar at the time of the accident. Reward.—The special thanks of the Committee on vellum to Mr. Gray, in admiration of his prompt and humane conduct on the occasion.

July 25.—A yawl capsized in the surf near Horse Rock, in Courtmacsherry Bay, during squally weather. A shore-boat, manned by 5 persons, having put off to the rescue of the crew, succeeded in saving 2 of their number. Reward 2l, 10s.

Aug. 23.—The emigrant ship Meridian, from London to Australia, was wrecked on the Island of Amsterdam, in the Indian Ocean. Her passengers and crew, after repeated attempts, which extended over several days, were rescued by Captain Ludlow, of the American ship Monmouth, and his crew. Reward.—Gold medallion to Captain Ludlow, in testimony of his noble and humane conduct on the occasion. (See particulars of the wreck in the Life-boat Journal, No. 11, p. 90.)

Sept. 1.—The ship Randolph, during a gale of wind, became a total wreck off Port Louis, Mauritius, on the 27th June, 1851. She had 250 coolies on board, about 50 of whom were found huddled together on the fore part of the wreck. A boat, manned by Lieut. Edward Kelly, R. N., Harbourmaster, with several others, immediately put off to their assistance, and in four trips, succeeded in saving the whole number. Reward.—Silver medal to Lieut. Kelly, R.N.

Oct. 2.—The schooner *Tino*, of Sunderland, sank on the Long sands during a N.N.E. gale. The crew, consisting of 5 men, were taken from the rigging on the following morning, by the crew of the smack *Seagull*, of Harwich, who, having manned their boat, and veered her from the smack by a line to the ship, succeeded, after much difficulty, in taking them off. Reward 5l.

Oct. 4.—The brig Mary and Anns, of Blyth, was wrecked, during a S.W. storm, on Cefn Sidan sands, in Carmarthen Bay. Three out of 7 of the crew saved by a shore-boat manned by 2 men. Reward 11, 10s.

Oct. 9.—The smack Margaret, of Bideford, in endeavouring to make Bude Harbour, ran on the Chapel rocks, at its entrance, the wind being at the time from E.S.E. fresh, with a heavy ground sea. The vessel being observed to be in a sinking state, the new life-boat, recently stationed at Bude by

this Institution, was ordered out by Sir T. DYKE ACLAND, Bart., M.P., and was manned by the coastguard chief boatman, 2 of his men, and 8 other volunteers. The boat. though a tremendous sea was running on the bar at the time, soon reached the wreck, and succeeded in rescuing the two men on board. The boat behaved remarkably well on the occasion. The thanks of the Committee were voted to Sir Thomas D. Ac-LAND, the silver medal and 15s. to chief boatman W. H. TREGIDGO, and 7l. 10s. to the crew of the life-boat.

Oct. 19.—The schooner Elisé, of Christianstad, ran on shore during a heavy sea, near the river Ythan, in consequence of having sprung a leak. The crew were drowned, with the exception of 4 men, saved by coastguardmen George Bonner, and Richard Rioch, of Collieston Station, who put off, at the risk of their lives, in a small skiff to their rescue. Reward.—Silver medal to each of the two coastguardmen, and the thanks of the Committee to Lieut. Lodder, R.N., in command of the station, for his prompt assistance on the occasion.

Nov. 1.—The schooner Compeer, of Salcombe, having become unmanageable in Holyhead Bay, the Cemlyn life-boat, manned by the Rev. OWEN LLOYD WILLIAMS, and 6 others, brought her safely to harbour. Reward.—Thanks of the Committee to Mr. WILLIAMS, and 3l. from the owners of the vessel to the 6 men.

Nov. 8.—A fishing-boat, of Maryport, being observed in the Solway Frith, during a gale of wind from the N.W., to be in a state of distress, with the sea washing over her, and threatening every moment the destruction of her crew, who consisted of 3 persons, a boat, manned by ROBERT FERGUSON and JOHN HOLLIDAY, put off to their rescue, and after some difficulty, succeeded in landing them in safety. Reward 21.

Nov. 23.—The brig Robert Nicol, of Perth, struck on the south part of the Boulmer rocks in thick and hazy weather. On the following morning, the sea running high, and the wind blowing hard, a light was displayed from the vessel for assistance, when the new life-boat was launched, manned by 14 men, and succeeded in land-

ing her crew, consisting of 7 men. Reward 41. 18s.

Nov. 23.—A boat, with 3 men in her, was returning from a ship anchored in the Mumbles Roads, Swansea, when she was capsized by a heavy sea striking her. The accident being observed, 4 men, with much promptitude, launched a shore-boat, and succeeded in rescuing 2 out of 4 of the crew. Reward 31.

Dec. 20.—The brig Agnes, of Whitehaven, was, during a heavy gale, driven on shore at Benhead, between Balbriggan and Drogheda. Several attempts were made in shore-boats, manned by Mr. H. A. HAMILTON, J.P., and others, to rescue the crew, but without success. At last, a small life-boat was brought by rail from Dublin, which was also manned by Mr. Hamilton and 5 others, and after two attempts, they succeeded in saving 3 out of 5 persons. ward.—Silver medal to Mr. HAMILTON, and the special thanks of the Committee. on vellum, to Mr. WILLIAM CARVIN, master mariner. The 5 men received 6l. each for their services, from local subscrip-

Dec. 18.—The smack Mary, of Douglas, got on the rocks in Ardglass Harbour, during a S.S.E. gale of wind. Crew of 3 men rescued in two trips by a coastguard galley, manned by chief officer MAINGAY and his crew of 5 men, and 6 fishermen. Reward.—Special thanks of the Committee, on vellum, to Mr. MAINGAY, and 5l. 2s. 6d. to the other men.

Dec. 18.—The smack Success, of Port Madoc, was driven on shore, during a heavy S.E. gale of wind, at Kilgorman strand, on the coast of Wexford. Crew of 3 men saved by 4 fishermen wading into the surf to take a line from the vessel, by which means they were hauled on shore. Reward 21.

Dec. 19.—The Spanish brigantine Adolfo became a total wreck, during a heavy gale from S.E., near Newcastle, Dundrum Bay. After making attempts to save the crew by means of Dennett's rockets, a fishing boat was manned by two coastguardmen and 4 fishermen, which, after some difficulty, succeeded in reaching the wreck, and in taking

off the crew, consisting of 9 men. Reward 41. 10s.

Dec. 27.—The Filey life-boat, put off during a strong gale from N.N.E. to a ship's boat with 3 or 4 men in her, but which the life-boat was unable to reach. The boat was supposed to have belonged to the schooner *Margaret*, of Newcastle, which foundered at sea during the gale. Reward 41. 3s.

Jan. 4, 1854.—The brig Ranger, of Jersey, became a total wreck, during a strong S.E. gale, near the south pier Bridlington Quay. Crew of 8 men saved by the Bridlington life-boat. Reward 4l. 10s.

Jan. 5.—Benjamin Harrington and William Waters, first and second coxswains of the Southwold life-boats, who had been off severally in the said life-boats 10 and 9 times, and had respectively been present at the saving of 40 and 38 lives. Reward.—Silver medal each.

Jan. 6.—The brig Monarch, of Guernsey, came on the rocks in stormy weather, near Warkworth Harbour. Crew of 10 men saved by the Hauxley life-boat, which was manned by the harbour-master Captain Hipplewhite, and a crew of 15 men. Reward.—Special thanks of the Committee on vellum to Captain Hipplewhite, and 41.18s. to the life-boat's crew.

Jan. 6.—The brig Earl of Newburgh, of Shields, drove from her anchors, during an easterly gale, in the Coquet roads, and became a total wreck. Six of the crew saved by the Hauxley life-boat, which was manned by Mr. H. M. Dand, Captain Hipplewhite, and a crew of 15 men. Second service clasp to Mr. Dand, and 5l. 5s. to the crew of the life-boat.

Jan. 7.—The brig *Embla*, of Christiana, was observed off Newbiggin-by-the-Sea, to be in a disabled state, having been struck by a heavy sea, which swept away all hands, except the master and a boy. The Newbiggin life-boat was launched and manned by the coxswain Phillip Jefferson, 4 men and 5 boys, but not having sufficient strength, the fishermen, at the entreaties of their wives, having refused to take their places in the life-boat, they failed to reach the wreck. Reward.—Second service clasp,

and 21. to the coxswain, and 61. 6s. to the others.

Jan. 7.—The La Jeune Rose, of Bayonne, being observed off Lyme Regis to be in a state of distress, the life-boat, manned by 8 coastguardmen and 4 seamen, put off to the assistance of her crew. Having gained the vessel, and while conducting her towards the harbour, a sudden squall threw the ship on her beam ends, when her mainsail and boom striking the life-boat, overturned it, with 3 of the crew remaining underneath her, one of whom, HENRY MARTIN, a coastguard-The boat, however, man, was drowned. when cleared of the vessel's gear and sails, righted at once, took on board her own and the ship's crew, and conveyed them in safety into the Cobbe. The life-boat is represented to have behaved remarkably well on the occasion. Award of 20l. to the widow of the coastguardman who was lost, a reward of 7l. 14s. to the crew of the life-boat.

Jan. 8.—The brig Galatea, of Guernsey, was driven on shore, during a S.W. gale of wind near Fishergate coastguard station, The chief officer, Lieut. Moles-Shoreham. WORTH, R.N., and his crew, attempted with the rocket apparatus to throw a line on board, but two out of three of the rockets burst. A communication having however been established between the shore and the wreck by means of a line, the crew, consisting of 7 men, were thus hauled on shore. Reward.-Lieut. Molesworth, R.N., and his crew, thanked by the Committee for their services, and 2l, voted to one of his men who was injured by the bursting of the rockets.

Jan 9.—The sloop *Heroine*, of Burnham, was driven on the rocks, near Coquet Island during a very heavy storm. The crew, consisting of 4 men, were saved by the Hauxley life-boat, which was manned by Mr. Dand, Capt. HIPPLEWHITE, and a crew of 16 men. Reward 51, 12s. to the 16 men.

Jan. 9.—The schooner Montaguma was observed early in the morning on the Boulmer rocks. The life-boat was immediately launched, but found no one on board the vessel, which in the course of the day became a total wreck. Reward 4l. 18s.

Jan. 10.—The galliot Catherine Maria, of Odense, Denmark, was observed driving on shore near to Chibburn, Burnmouth, about 5 miles south of Hauxley. The Hauxley life-boat, with a crew of 15 men, put off to her assistance, but before they could reach the vessel, she had gone to pieces, and her crew were unfortunately drowned. Reward 5l. 5s.

Jan. 17.—The ship John O'Gaunt, of Liverpool, came on shore during thick weather, and a south gale, near the south stack light in Holyhead Bay. A boat with 7 hands and the wife of the master (he having died on the passage home) got round the point and landed in safety. Upon the ship breaking up, the remainder of the crew, 14 in number, got upon the rocks which lie some distance from the shore,—the sea making a complete breach over them—whence they were taken off by two shore-boats. Reward 51.

Jan. 18.—John Storr, fisherman, of Whitby, was voted the silver medal in testimony of his frequent and successful exertions in saving life from shipwreck.

Jan. 21.—The emigrant ship Tayleur, of Liverpool, came on shore on the east point of Lambay Island, on the coast of Dublin, during a gale of wind from S. to S.S.W. The ship became a total wreck, and 270 persons are supposed to have been drowned. Two men being observed to be still on board, every effort was made by the chief boatmen in charge of the coastguard station and his crew to rescue them; and on the third attempt, a line was thrown on board, by which one of the two was hauled on The weather having somewhat moderated, the coastguard galley was then launched, manned by 4 coastguard men and a rescued passenger, and the other man was, after much difficulty, taken off the rigging. Reward.—Silver medal, and 21. to chief boatman FINLAY, and 41, to his crew.

Jan. 24.—The brig Canadian, of South Shields, came on shore, during very foggy weather and dead low water, near Aldborough, on the coast of Suffolk, and soon afterwards became a total wreck. The new life-boat was immediately launched, manned

by 14 men, and succeeded in saving all her crew, consisting of 9 persons. The behaviour of the life-boat was much admired on the occasion. Reward 4l. 18s.

Jan. 26.—The steam-ship Olinda, of Liverpool, struck late at night on Harry's Furlong rock, in Holyhead bay, during squally weather. The Cemlyn life-boat, manned by the Rev. OWEN LLOYD WILLIAMS, Mr. AUGUSTUS VINCENT (in the merchant service) and a crew of 5 men, was immediately launched, and succeeded in saving 17 of the passengers. Reward.—

Special thanks of the Committee on vellum to Mr. WILLIAMS, and their thanks to Mr. VINCENT, and 5l. to the crew, including the amount received by them from the passengers.

Feb. 18.—The barque *Penninghame*, of Belfast, when running for shelter into the new harbour at Holyhead during a strong gale of wind from the north, parted her cable, and was driven ashore on the S.E. side of the harbour. Crew of 11 men saved by the Holyhead life-boat and a shore-boat. Reward 41. 18s.

RESOLUTIONS PASSED at the Annual Meeting for 1854.

Moved by Mr. Samuel Gregson, M.P., and seconded by Capt. F. W. Beechey, R.N., Board of Trade.

1.—That the Report now read be adopted, published, and circulated.

Moved by Capt. Redman, one of the Elder Brethren of the Trinity House, and seconded by Mr. J. D. Powles.

2.—That this meeting desires to record, with gratitude, the success which has attended, during the past year, the use of the Life-boats in connection with the Shipwreck Institution, and particularly of those on the coast of Northumberland presented to the Society by His Grace the President. encouraged, this meeting expresses a hope that the exertions of the Institution will be renewed during the coming year to increase the number of its Life-boat and Rocket stations on the coast, with the view of assisting to lessen the frightful loss of life from shipwreck which every year takes place on our And this meeting undertakes to shores.

make the benevolent objects of the Institution more widely known, in order that it might receive that amount of public support which shall be commensurate with its national importance and the field of usefulness expanding before it.

Moved by Mr. ROBERT GRANT, and seconded by Mr. FOWLER NEWSAM.

3.—That the thanks of this meeting be given to the Committee of Management for the care and attention with which they have conducted the affairs of the Institution.

Moved by Mr. Thomas Chapman, F.R.S., Deputy Chairman, and Chairman of LLOYD'S Register of British and Foreign Shipping, and seconded by Mr. Francis Wilson.

4.—That the cordial thanks of this meeting be offered to Captain Shepherd, H.C.S., Deputy-Master of the Trinity House and Vice-President, for his able conduct in the chair, and for his continued solicitude for the welfare of the Shipwreck Institution.

LIST OF DONATIONS AND ANNUAL SUBSCRIPTIONS.

*** Donations under £5 are omitted after being once inserted.

| TECA | £. s. d. | | | | | | | | | |
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| LEGACIES. | | | | | | | | | | |
| 1825. JOHN HENRY HECKER, Esq., late of Finsbury Square 1,000 0 0 1830. WILLIAM PRIOR, Esq., late of Herne Hill, Camberwell 1,827 14 8 | | | | | | | | | | |
| 1830. WILLIAM WALCOT, Esq., late of Ounc | lle. Northamptonshire 50 0 0 | | | | | | | | | |
| 1832. Mrs. Duppa, late of Homerton, Midd | lesex 1,000 0 0 | | | | | | | | | |
| 1834. Mrs. HAYMAN, late of Topsham. Dev | on 100 0 0 | | | | | | | | | |
| 1834. Mrs. Hayman, late of Topsham, Dev. 1848. Thomas Thackeray Rennell, Esq., | late of Enfield 360 0 0 | | | | | | | | | |
| 1851. Mrs. Jane Grantham, late of Altrino | cham, Cheshire 100 0 0 | | | | | | | | | |
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| Amherst, the Earl, V.P 21 0 0 | Austen, Admiral Sir Francis W., K.C.B. 2 0 0 | | | | | | | | | |
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| Anglesey, Field Marshal the Marquis of 50 0 0 | | | | | | | | | | |
| Acland, Sir T. Dyke, Bart., M.P.: | Presupposer Land VP 50 10 0 | | | | | | | | | |
| Annual 1 1 0 A. B., at Messrs. Coutts and Co.'s 20 0 0 | Braybrooke, Lord, V.P 52 10 0 Brownlow, the late Earl, G.C.H., V.P 52 10 0 | | | | | | | | | |
| A. B., at Messrs. Coutts and Co.'s 20 0 0 Ackers, G. H., Esq., Morton Hall, | Annual 3 0 0 | | | | | | | | | |
| Cheshire 5 0 0 | Buccleuch, his Grace the Duke of, K.G. 21 0 0 | | | | | | | | | |
| Acland, Capt. T. S 10 10 0 | B. B. B | | | | | | | | | |
| Addison, Robert, Esq 10 10 0 | Baillie, David, Esq., Belgrave Square 10 0 0 | | | | | | | | | |
| A Friend 'A.B.' (1851) 30 0 0 | Baker, G. W., Sq.: | | | | | | | | | |
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| Third Donation (1853) 30 0 0 | Balfour, John, Esq 25 0 0 | | | | | | | | | |
| Fourth donation (1854) 30 0 0 | Second donation 10 0 0 | | | | | | | | | |
| A Friend to Humanity, per the late | Barclay, Bevan, and Co., Messrs. 21 0 0 | | | | | | | | | |
| T. Wilson, Esq 5 0 0 | Second donation 21 0 0 | | | | | | | | | |
| A Friend, per the late T. Wilson, Esq. 5 5 0 | Barclay, E., Esq., South Bailey, Durham 5 0 0 | | | | | | | | | |
| Agnew, William, Esq 10 10 0 | Barclay, Robert, Esq 21 0 0 | | | | | | | | | |
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| A Lady at Bath 10 0 0 Allen, W., Esq 10 10 0 | Second donation 21 0 0 Baring, Henry, Esq 21 0 0 | | | | | | | | | |
| Alliance Marine Assurance Company 50 0 0 | Baring, Thomas, Esq., M.P., Chairman 10 10 0 | | | | | | | | | |
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| Anderdon, Ferdinando, Esq 10 10 0 | Barry, Robert, Esq 10 10 0 | | | | | | | | | |
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| Anderton, James, Esq 2 0 0 | Bathurst, C Esq., Lidney Park 20 0 0 | | | | | | | | | |
| Anglesey Committee 25 0 0 | Bayley, the Misses, Upper Tooting . 10 0 0 | | | | | | | | | |
| By seven donations 180 0 0 | Bazett, Farquhar, and Co., Messrs 21 0 0 | | | | | | | | | |
| Arden, the Hon. Miss 10 0 0 | Beachcroft, Robert, Esq.: | | | | | | | | | |
| Ardrossan Life-Boat Committee 160 18 5 | Annual 1 1 0 | | | | | | | | | |
| Armstrong, Henry, Esq 1 1 0 | Beaufort, Rear Adm. Sir Francis, K.C.B.: | | | | | | | | | |
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| Arroyave, Anselmo de, Esq 10 10 0 Ashburnham, Dowager Lady 10 10 0 | Begbie, G. C., Esq., Coleman Street . 10 10 0 (Also a valuable set of Account Books.) | | | | | | | | | |
| Association of Underwriters, Glasgow. 25 0 0 | Second donation 5 5 0 | | | | | | | | | |
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| Atkins, J. P., Esq., Walbrook 10 10 0 | Benson, Capt., of Ship "Fortitude," | | | | | | | | | |
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| Attwood, Wolverley, Esq 10 0 0 | Bentley, James, Esq | | | | | | | | | |
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| Austen, Capt. C. J., R.N.: | Berthon, The Rev. E. L. | | | | | | | | | |
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| Blanshard, Col., R.E., C.B., Woolwich 10 Blanshard, Mrs. Colonel | | 0 | Chapman, E. H., Esq., Leadenhall Street: |
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| Blyth, Henry D., Esq 10 Blyth, Messrs. H. D. and J. and Green 10 | | | ping 10 10 0 |
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| Davis, John, Esq | | | ŏ | FITZROY, LOTO CHARLES 5 0 | 0 |
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| Davies, Richard, Esq., Hackney | | | 0 | Annual 1 1 0 | _ |
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| Dorset Life Boat Committee (1825) . | 300 | 0 | 0 | Forbes, Rear-Admiral: | |
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| Dunkin, Robert, Esq., Llanelly: | | ~~ | Ū | | 0 |
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| Duppa, the late Mrs., Homerton, Legacyl | 000 | 0 | 0 | Garford, Messrs. John, and Son 6 1 | 0 |
| Durant, Messrs. E., and Co | | | ŏ | Garratt, John, Esq 10 10 | 0 |
| Durant, Richard, Esq | 10 | 10 | Ô | Gelston, Mrs 20 0 | 0 |
| Dwyer, Capt., R.N., Woolwich: | | | - | General Steam Navigation Company . 10 0 | 0 |
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| EGMONT, Rear-Admiral the Earl of . | 10 | 0 | 0 | | 0 |
| Ellesmere, the Earl of, K.G | 15 | ō | 0 | Gilly, The Rev. Dr., Norham Vicarage: | |
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| Easthope, Sir John, Bart | 5 | 5 | 0 | Gipps, George, Esq 2 2 | 0 |
| East India Company, the Honourable . | | | 0 | I 1. TE 12 | 0 |
| By three donations | | | 0 | Glyn, Mills, and Co., Messrs 52 10 | 0 |
| Edmunds, G. A., Esq | | 5 | Õ | Second donation 10 10 | ō |
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| Egerton, H., Esq | 5 5 | 5 | 0 | Glyn, Sir R. Plumptre, Bart 5 0 | 0 |
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| Ellerby, Capt. Stephenson, Trinity House | 5 | | 0 | By two donations 35 5 Annual 2 2 | 0 |
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| Annual 1 1 0 Hooper, F. P., Esq. Sackville Street: | | | |
| Halsted, Capt. G. A., R.N. Sec. to Lloyd's 5 5 0 Annual 1 1 0 | | | |
| Annual 1 1 0 Hope, H. T., Esq., | | 5 | |
| Hambrough, John, Esq 21 0 0 Hornby, John, Esq | 10 | 10 | 0 |
| Hamilton, Archibald, Esq 5 0 0 Hornby, Rear-Adm. Sir Phipps, K.C.B. Hamond, Admiral Sir G., Bart., K.C.B.: | | | |
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| Annual 1 0 0 Howard, The Hon. Mrs. Greville | 5 | 0 | 0 |
| Hanbury and Co., Messrs 10 10 0 Hubbard, J. Gellibrand, Esq | 10 | 10 | 0 |
| Handley, Benjamin, Esq 5 5 0 Hudlestone, John, Esq | | | |
| Hankey, John Alexander, Esq 10 10 0 Hulse, Sir Charles, Bart | | 0 | 0 |
| Hankey, Thomson, and Co., Messrs. 5 5 0 Hurry, Edward, Esq. | | 10 | 0 |
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| Hanson, John Oliver, Esq 15 15 0 Huth, Frederick, Esq | | 15 | 0 |
| Hardcastle, Alfred, Esq 10 10 0 By two donations | | 10 | 0 |
| Hardcastle, Joseph, Esq 10 10 0 Hutt, William, Esq | | 5 | 0 |
| Hardcastle, Nathaniel, Esq 10 10 0 Hutton, Captain F., R.N | | 10 | |
| Harford, Rivaz, and Co., Messrs 10 10 0 H.R.G. per Messrs. Coutts | 5 | 0 | 0 |
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| Harrison, Messrs. R. H. and W 10 10 0 Annual 1 1 0 | | | |

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| Ingham, Robert, Esq., M.P 15 15 (Inglefield, Capt. E. A., R.N., F.R.S.: Annual 1 1 0 | Lyon, Major William 6 6 0 |
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| Knatchbull, Wyndham, Esq 21 0 0 | Marryat, Joseph, Esq 10 10 0 Marsh, John, Esq 5 0 0 |
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| Labouchere, John, Esq 10 10 0 | Second donation 10 0 0 |
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| Lawrence, J., Esq., East Harptree, Somerset 10 10 0 | Melville, John, Esq 10 10 0 Melville, White, Esq 5 5 0 |
| Le Marchant, Lady: | Mercator 100 0 0 |
| Annual 1 1 0 | Mercers, Worshipful Company of 50 0 0 |
| Lee, Messrs. Edward and Son 10 0 0 Lenox, Samuel, Esq 5 0 0 | Metcalfe, William, Esq 21 0 0 Mieville, A. A. Esq 10 10 0 |
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| Leycester, Hugh, Esq 10 0 0 | Milward, Edward, Esq 10 10 0 |
| Lincolnshire Shipwreck Association . 50 0 0 Lindsay, James, Esq 5 5 0 | Minasi, Henry S., Esq., Consul Ge- neral to His Sicilian Majesty, &c. |
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| Locke, John, Esq 5 0 0 | M. E. S 0 5 0 |
| London Assurance Company 105 0 0 | Money, which, having no rightful |
| London, The Corporation of the City of | Owner, is considered well applied in promoting this laudable Institution, |
| Loyd, Lewis, Esq 10 10 0 | by an unknown Friend 50 6 II |
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| Lyall, the late George, Esq 21 0 0 | Second donation 1 1 0 |
| Lyall, George, Esq.: Annual 2 2 0 | Moore, Ambrose, Esq |
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| Morrison, James, Esq | 20 | 0 | 0 | Pelly, Sir John H., Bart 5 0 0 |
| Morris, Charles, Esq | , 10 | | | Peninsular and Oriental Steam Naviga- |
| Morris, Charles, Jun., Esq. | | | 0 | tion Company 50 0 0 |
| Morris, Miss, Connaught-place | | | 0 | Pennant, The Hon. G. H. D 20 0 0 |
| "Morning Chronicle," The | | | 0 | Penzance Life Boat Committee 20 10 0 Second donation 22 0 0 |
| Moxon, John, Esq | | 6 5 | 0 | Second donation |
| Murray, Thomas, Esq | | 5 | 0 | Annual 1 1 0 |
| Muspratt, John Petty, Esq. | | | | Petyt, John, Esq 10 10 0 |
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| Northumberland, Rear-Admiral | | | | Pirie, Sir John, and Co 10 10 0 |
| Grace the Duke of, K.G., Presid | | | | Second donation 5 5 0 |
| of the Institution, in addition to f | | | | Annual 2 2 0 |
| life-boats, with boat-houses, or | | ^ | 0 | Pirie, the late Sir John, and E. Hurry, Esq., Owners of the Ship "Emma" 100 0 0 |
| riages, &c., complete | | | 0 | Pitman, William, Esq., Fenchurch-street: |
| Northumberland, The Duch | | •• | Ŭ | Annual 1 1 0 |
| Dowager of | | 10 | 0 | Pitt, Thomas, Esq., Lombard Street . 20 0 0 |
| N. C | . 1 | 0 | 0 | Plummer and Wilson, Messrs 21 0 0 |
| Newcastle Committee | | | 0 | Pocock, J. J. Esq 5 5 0 |
| By six donations | | 0 | 0 | Pole, The Rev. Henry 10 10 0 |
| Newsam, Fowler, Esq | | 2 | 0 | Portman, Edward Berkeley, Esq 21 0 0 |
| Norris, Mrs., Hackney | . 10 | 0 | 0 | Powells, The Miss, Clapton 10 0 0 Powles, John D., Esq 10 10 0 |
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| Ogle, Admiral Sir Charles, Bart.: | | | | Poynder, Thomas, Esq 10 10 0 |
| Annual 2 2 | 0 | | | Poyntz, Stephen, Esq 10 10 0 |
| Oliver, Messrs. George and Joseph | | | | Prescott, Charles Elton, Esq 5 5 0 |
| Oliverson, Messrs. Richard and Rob | | 10. | 0 | Prevost, A. L., Esq 10 10 0 |
| Ommanney, Capt., R.N., Dep. Cor | | 10 | | Price, Son, Marryatt, & Co., Messrs 5 0 0 Primrose, Hon. Bouverie F., Edinburgh: |
| General of the Coast Guard | | | - 1 | Annual 2 2 0 |
| Ord, William, Esq O'Sullivan, Patrick, Esq., Mill Co | | 5 | U | Prior, Mr. William (Legacy) 1,827 14 8 |
| Berehaven: Annual 1 1 | | | | Probyn, Captain, H.C.S. Trinity House 1 1 0 |
| | - | | ĺ | By three donations 8 8 0 |
| PAGET, Lord Alfred H., M.P | . 5 | 5 | Ó | Pulley, Samuel Horton, Esq 5 5 0 |
| Page, Thomas, Esq., C. E.: | | | - | Purvis, Richard, Esq 5 0 0 |
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| Palmer, Captain, R.N., Kilkee: | _ | | | Second donation 20 0 0 |
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| Palmer, the late George, Esq., V.P. | | | | Russell, Lord John, M.P., V.P 10 10 0 Annual 2 2 0 |
| By four donations Palmer, Major, Nazing Park, Essex | | U | ٧ | Radeliffe, William, Esq 100 0 0 |
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| Palmer, George, Jun., Esq.: | _ - | | | Annual 5 5 0 |
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| Palmer, Mrs. Mary, Finmere | . 20 | | - 1 | Rasch, John Peter, Esq 5 5 0 |
| Palmer, Rev. William | . 10 | 0 | 0 | Reid, Andrew, Esq 10 0 0 |
| Palmer, William, Esq., Temple | . 5 | | 0 | Reid, Sir John Rae, Bart 5 5 0 |
| Parker, Adm. Sir Wm., Bart., G.C.I | | 0 | 0 | Rennell, T. T., Esq. (Legacy) 360 0 0 |
| Parker and Co., Messrs., Newcastle | . 1 | | 0 | Reynardson, Miss Jemims 4 0 0 Annual 2 0 0 |
| Parker, William, Esq | | • | ۷ ۱ | Reynolds, Joseph, Esq 3 3 0 |
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| Paterson, Richard, Esq | | 5 | 0 | R. G. S 10 0 0 |
| Patteson, Henry, Esq. | . 10 | | 0 | Richardson, C., Esq 21 0 0 |
| Pawle, Francis, Esq., Stock Exchang | e. 5 | 0 | 0 | Richardson, Henry, Esq., Aber Hirnant: |
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| Paynter, John, Esq. | . 5 | 5 | 0 | Ricketts, Edward, Esq., Woolston, |
| Pearce, Phillips, & Winkworth, Messr | 8.: | | | Southampton: |
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| Pearse, Brice, Esq | . 5 | | 0 | Annual 1 1 0 |
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| Peek, R. Esq. | | | | |

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| Trinity House, the Corporation of | | | Wall, the late C. Baring, Esq., M.P. | | |
| By four donations | | | By two donations | | |
| Turner, Charles Hampden, Esq. | | | Ward, Capt. J. R., R.N.: | 20 (| , 0 |
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| Trotter, Captain, R.N. | 1 0 | 0 | Warner, The Rev. J. Lee | 5 8 | |
| Annual 0 10 0 Trower, G. S., Esq., St. Mary-at- | | | Warre, J. A., Esq | 10 10 | 0 0 |
| Hill: | | | Washington, Capt., R.N., F.R.S. | 10 10 | |
| Annual 1 1 0 | | | Washington, Adam, Esq., Darley Dale. | 5 | |
| Twining, John, Esq | 10 10 | 0 | Watson, Joshua, Esq., V.P | 52 1 | 0 0 |
| Twining, Richard, Esq. | 10 10 | | Second donation | 10 10 | 0 0 |
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| Tyssen, W. G. Daniel, Esq | 5 5 | 0 | W. C | 1 (| |
| Halama John For | 01 0 | | W. D., per the late Thos. Wilson, Esq. Wedderburne, Colville, and Co., Messrs. | | |
| Usborne, John, Esq | 21 0 | 0 | Wellbank, Capt. | | |
| Vaughan, George, Esq | 10 10 | | Well, John, Esq. | | |
| Vardon, H. J., Esq. | 1 1 | | Wemyss, the late Rear Admiral: | | |
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| Various small sums under £1 | 1 15 | 0 | West India Dock Company | 50 (| - |
| Varty and Owen, Messrs. | | | Wheatley, Capt | | 0 0 |
| Annual 1 1 0 | | | Wheatley, Miss | 5 (| |
| Vinel, Dr | 1 0 | 0 | Whitbread and Co., Messrs. | 10 10 | |
| Vintners, Worshipful Company of | 25 0 | 0 | White, Messrs. J. and R., Cowes | 4 | |
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| Vivian, J. H., Esq., M.P., Swansea . | 10 10 | 0 | Whiteman, J. C., Esq. | | 5 0 |
| | | | Second donation | 5 ! | |
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| Walsh, John, Esq.: | 01 10 | ١ | Wild, John, Esq | | |
| Annual 1 1 0 | | | Wildes, George, Esq | 5 5 | 5 0 |
| Watson, Mrs. Wilhelmina: | | | Wilkinson, Thomas, Esq | | |
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| Wilson, Francis, Esq | 10 10 49 6 | | Williams, Robert, Esq Williams, Deacon, and Co., Messrs | 52 10 | |
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| Wilson, Messrs. R. and J., Fenchurch | | | Willis, Henry, Esq | 5 5 | - |
| Street | 5 5 | 0 | Willis, William, Esq | 10 10 | |
| Wilson, John R., Esq., Mincing Lane: | | 1 | Winthrop, B. E., Esq., Dover | 10 (| 0 |
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| Wilson, Miss H. J., Hackney Wilson, Miss A. S., Hackney | 5 0 10 0 | | Wingrove, Mrs., Walmer: | | |
| Wilson, Thomas, Esq., Wapping | 5 0 | ŏ | Annual 1 1 0 Wollaston, G. H., Esq | 10 (| ۱ ۵ |
| Wilson, R. Fountayne, Esq., Doncaster. | 50 0 | ŏ | Wollaston, H. S. H., Esq. | 5 (| |
| Wilson, Mrs. Elizabeth | 10 10 | | Wood, The Rev. G | 5 (| |
| | 10 10 | | Woodbridge, Dyer, and Co., Messrs | 10 10 | |
| Wilson, Mr. Alderman | 10 10 | 0 | Woodford, Colonel J | 10 10 | |
| Wilson, Wm., Esq., 7 Mincing Lane: Annual 1 1 0 | | | Woods, Edmund, Esq | 10 10 | |
| Wilson, Joseph, Esq | 5 5 | ام | Wright, John, Jun., Esq | 5 5 21 (| |
| | 52 10 | | Wyndham, Edward, Esq | 10 10 | |
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| Walker, Philip A., Esq.: | | | Young, Lieut. W. F., R.N.: | | |
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