

THE LIFE - BOAT,

OR

JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

VOL. II.—No. 15.]

JANUARY, 1855.

PRICE 2D.
STAMPED 3D.

THE MERCHANT SHIPPING ACT.

SECOND ARTICLE.

IN proposing in our last Number a further consideration of this Act, we stated that those portions of it which have to do with the prevention of loss of life from shipwreck would naturally arrange themselves under two heads, the one embracing those parts which directly provide for the saving of life, after a wreck or other casualty has occurred; the other consisting of such portions of the Act as have for their objects the prevention of wreck or other accident, whereby to lessen the amount of loss of life and property which would without such precautionary measures infallibly take place.

The former of these heads is the one which is more immediately connected with the work of this Society, as its name, "The National Life-Boat Institution," imports. Since, however, we may be better able to explain the character and point to the probable results of that portion of the Act, when the Government scheme for assisting in the good cause is more fully developed than it is at the moment of our writing, and as the prevention of accident naturally in point of time precedes the counteraction of its effects after it has occurred, we propose in the first place to consider those parts of the Act which indirectly affect us, and to postpone our remarks on those which directly do so until our next Number.

Nor is it possible on this subject to exaggerate the importance of acting on the old adage, "Prevention is better than cure;" for not only may thereby a vast amount of property be saved which would otherwise be lost, and so ruin and misery be averted from

many, but, what is of still more importance, the loss of life that too often occurs beyond the reach of any assistance may be prevented.

We may indeed, although we have not yet done so, establish life-boats and the Mortar or Rocket life apparatus at every station in the United Kingdom, where they can be made available to save life, yet after all, how many parts of our coasts are iron-bound, whence no life-boat can be launched? On how many parts the shores are so flat that no vessel but those of the smallest size can come within the reach of the projected line? How many banks and shoals rise up through the deeper water across the mariner's path, where several miles of dangerous sea must be crossed, and a long interval of time elapse before the life-boat, if she make her way at all, can arrive? And, again, through how large a portion of time during the winter months, the dark veil of night enshrouds all things on sea and land, and leaves the stranded ship to be broken in pieces or ingulfed in the waves, and her hapless and despairing crew to yield up their lives with no recorder of their fate, and no other witness to their last struggle than the wild sea bird as it wheels in restless flight around the scene of desolation.

In treating of a matter at once so important and embracing several subjects, on some of which whole treatises might be written, our chief difficulty will be to compress our remarks into so small a compass as we have at command in the pages of this Journal. We shall therefore not attempt to discuss in detail and at length the principles and merits of each, but merely take a general view of them, and show their bearing on the one

great object, the alpha and omega of this Institution—"the Preservation of Life from Shipwreck."

We will take the several divisions of the subject mostly in the order in which they occur in the Act; and in the first place we may remark on the Act generally, that the consolidation of all former Acts into one, and the placing the whole under the authority and superintendence of a single Board, are great advantages and improvements in themselves, and will tend largely to secure effectual legislation on the subject. Some idea may be formed of the extent and value of this consolidation, when we state that the present Act supersedes the authority of no less than thirty-four former ones, extending over the period from the 8th year of the reign of Queen Elizabeth to the 17th of Queen Victoria.

The 1st part of this Act, sections 14 to 16, authorizes the Board of Trade to appoint Inspectors, who, on their part, shall be empowered to investigate and report on the causes of accident or damage sustained or caused by any ship—as to whether the provisions of the Act have been complied with—and as to whether the hull and machinery, boats and equipments, of any steam-ship are in good condition.

This we regard to be a most important enactment, which if effectually carried into execution must be productive of the best results. We believe that the absence of official inquiry into the causes of wrecks and other accidents on board merchant ships has been indirectly a fruitful cause of their occurrence, and that a rigid investigation into them would as certainly lead to a great diminution of their number. And why should not such investigation take place? If a man-of-war gets on shore and sustains injury, or if any other serious accident befalls her, a strict inquiry invariably takes place, and the captain and other responsible officers are held amenable for any neglect that may have occurred. Yet our merchant-vessels have been wrecked on our coasts by hundreds in a single year, and thousands of valuable lives have been sacrificed, without any kind of inquiry as to the causes, and without any one being held responsible.

Vessels have been lost and their crews drowned—the insurance has been paid, new craft built, and fresh crews obtained. And thus new vessels have supplied the places of old ones—other generations of seamen have sprung into the places of those who have gone—the supply has been equal to the waste—and all has been taken as a matter of course. We do, however, trust that such a state of things will soon be matter of history only, and that as we now wonder at our forefathers having legalized and engaged in the monstrous traffic in slaves, so our posterity will look with as great astonishment at the fact, that those who have gone before them in this Christian and civilized country should have attached so little value to our seamen's lives, as most assuredly we shall appear to them to have done. With regard to the other duties of the Inspectors, as to whether the provisions of the Act have been complied with, and as to whether the hull and machinery, boats and equipments, of any steam-ship are in good condition, no one will be disposed to dispute the wisdom of such requirements. If it were merely a question of loss of property, official interference would not be so imperative, and it might be safely left to those whose interests are at stake to make such precautionary arrangements for the safety of their property as their own prudence, intelligence, and enterprise might dictate to them; but every one who is acquainted with the facts of the past, and has any knowledge of human nature, must feel satisfied that the guardianship of men's lives cannot be safely intrusted to the keeping of private and irresponsible persons, especially when their interests lead to an opposite direction, and thus necessarily disqualify them for so sacred a duty. We shall hope hereafter to see this official inspection extended to all sailing vessels as well as steamers, and trust that the time is at hand when no seaman or passenger shall sail from a British port without an official guarantee that every practicable step has been taken to ensure his safety.

In addition to the clauses above quoted, which provide for special investigation and inspection, Part IV., sections 303 to 311, provides for the half-yearly survey of all

passenger steam-ships by local Shipwright-Surveyors and Engineer-Surveyors appointed for the purpose by the Board of Trade, which Surveyors shall, after satisfying themselves that they can with propriety do so, furnish the owners of such vessels with declarations as follows:—

The declaration of the Shipwright-Surveyor shall contain statements of the following particulars; (that is to say),

1. That the hull of the ship is sufficient for the service intended, and in good condition.

2. That the partitions, boats, life-buoys, lights, signals, compasses, and shelter for deck-passengers, and the certificates of the master and mate or mates, are such, and in such condition, as required by this Act.

3. The time (if less than six months) for which the said hull and equipments will be sufficient.

4. The limits (if any) beyond which, as regards the hull and equipments, the ship is in the Surveyor's judgment, not fit to ply.

5. The number of passengers which the ship is in the judgment of the Surveyor fit to carry, distinguishing, if necessary, between the respective numbers to be carried on the deck and in the cabins, and in different parts of the deck and cabins; such numbers to be subject to such conditions and variations, according to the time of year, the nature of the voyage, the cargo carried, or other circumstances, as the case requires.

And the declaration of the Engineer-Surveyor shall contain statements of the following particulars; (that is to say),

1. That the machinery of the ship is sufficient for the service intended, and in good condition.

2. The time (if less than six months) for which such machinery will be sufficient.

3. That the safety-valves and fire-hose are such and in such condition as are required by this Act.

4. The limits of the weight to be placed on the safety-valves.

5. The limits (if any) beyond which, as regards the machinery, the ship is in the Surveyor's judgment not fit to ply.

And such declarations shall be in such form as the Board of Trade directs.

These declarations are required to be forwarded by the owner to Her Majesty's Board of Trade within fourteen days of their receipt, who will thereupon transmit to the said owner a certificate in duplicate, to the effect that the provision of the law with respect to the survey and transmission of declaration has been complied with, and that the requirements of the law as detailed in the above-quoted declarations are fulfilled; one duplicate of which certificate the owner or master shall cause to be put up in a conspicuous part of the vessel to which it has reference, where it may be seen by the passengers and all other persons on board her. Thus affording them an official guarantee of their security.

The appointment of a Surveyor-General for the United Kingdom is likewise provided for, whose duties will be to exercise a supervision over the whole of the Surveyors in the various ports.

The value of these provisions for affording security to passengers by steam must be self-evident to all, we will therefore make no further comment on them, than to re-iterate our hope, nay our conviction of the necessity, of the extension of similar provision for the security of the seamen themselves, who in every description of sailing-vessel, from the small coaster with its crew of two or three hands to the splendid ship that trades to India and the China seas, form so important a class of the British community, and whose lives, especially those in our coasting trade, are so constantly placed in jeopardy.

Part II., sections 20 to 26, establishes an improved measurement for tonnage. Perhaps there has been no more fruitful cause of shipwreck and consequent loss of life than the imperfect systems which have hitherto prevailed for calculating and defining the tonnage or burthen of merchant-vessels. The manner in which this effect has been produced will probably be known to most of our readers, but doubtless not to all: we will therefore shortly explain it.

In itself the mode of calculating tonnage would not have affected the question of shipwreck, but in consequence of all rates, dues, tolls, and taxes on shipping being

proportioned to the registered tonnage and not to the actual burden of ships, it has been the interest of the shipowner to build his craft of such a form as should give her the smallest registered tonnage with the largest actual burden, and the anomaly has become common of ships whose actual burden or capacity for cargo has far exceeded and even almost doubled that at which they were registered. But the form of hull required to ensure this end has been the worst conceivable for speed of sailing, and the consequence has been that, with the exception of a few vessels, such for instance as those in the fruit trade, our merchant ships have become notorious as worse sailors than those of any other nation; and no encouragement has been given, until the last few years, to the naval architect to improve his models and introduce a superior class of vessels.

Now it will be evident, even to a landsman, that a vessel's safety may often depend on her sailing powers, that where one ship will work off a lee shore another will drift helplessly on to it; that where one will fetch the port of safety in a gale, another will drift to leeward of it. Such, indeed, has been the effect, to an enormous extent, of the premium that has hitherto virtually existed on bad sailing ships. It is therefore obvious that any change in the mode of calculating the tonnage which should remove the inducement to build ill sailing-vessels must be indirectly preventive of loss of life from shipwreck.

As regards the change of the mode of calculating tonnage now introduced into the Merchant Shipping Act, we do not propose to offer any opinion as to whether or not it is the best mode that could have been devised, on which point differences of opinion will no doubt be entertained by different persons; but inasmuch as the measurement of internal area are taken much more in detail and more scientifically than by any former mode, and as a much nearer approximation between the actual and nominal tonnage will result, we hail it as a valuable auxiliary to the cause we advocate.

Part III., sections 130 to 140, institutes and regulates examinations of masters and

mates of "Foreign Ships," and of "Home-Trade Passenger Ships," as to their qualifications.

These examinations are conducted under the direction of the Local Marine Boards by Examiners appointed by them and approved of by the Board of Trade, and on their reporting any candidate "to have passed the Examination satisfactorily, and to have given satisfactory evidence of his sobriety, experience, ability, and general good conduct on board ship, a "Certificate of competency" is granted him.

Certificates of a somewhat different character, entitled "Certificates of Service" are also provided, to be granted to persons who had served as Masters in the British Merchant Service prior to the 1st January, 1851; or who have attained or may hereafter attain certain ranks in Her Majesty's Naval Service or that of the East India Company, in which services they will have previously passed equivalent examinations.

But little comment will be needed on this valuable provision of the Act. Its importance is too self-evident to make it necessary to do so. Even if facts had not proved such to be the case, we might readily suppose that very many vessels come to an untimely end, and but too often their crews with them, through either the incompetency or the inebriety of those in command or in charge of them. It is indeed undoubtedly one of the most fruitful sources of disaster, and that more especially amongst the home trade of colliers and other coasting vessels. We will merely, therefore, further observe, with reference to the above clauses, that we hope to see them by and bye extended to every sailing vessel, in addition to the home-trade passenger ships; for it is only by such equal legislation that it can be shown that the lives of the seamen themselves are as much valued as those of the landsmen passengers, and that the duty of protecting them is considered as imperative.

The next sections, having reference to the prevention of loss of life from shipwreck, to which we have to advert are the 240th to the 242nd, which authorize Admiralty Courts to remove the master of a vessel, on sufficient evidence of its being necessary; and

authorize the Board of Trade to institute investigations as to the incompetency or misconduct of masters and mates of vessels; and to cancel or suspend their certificates of competency and service in certain cases, such as drunkenness, tyranny, or other gross misconduct.

These clauses are only secondary to those we have last commented on, inasmuch as their object is to remedy an evil already in existence rather than to prevent its coming into being at all. Happily they extend their authority to all merchant vessels, and are not restricted to those of the foreign trade and to home-trade passenger ships.

Sections 260 to 266, are somewhat analogous to the preceding. Instituting Naval Courts on the high seas and abroad for the investigation of complaints aboard merchant ships either on the part of the master or men, and also to investigate the circumstances attending the wreck or abandonment of any British ship abroad, with power to supersede a master or discharge a seaman, reporting their proceedings in every case to the Board of Trade.

Section 295, which directs the use of such lights and fog-signals as shall be regulated by the Board of Admiralty. Section 296, which prescribes certain modes of steering to prevent collision at sea on vessels nearing each other when pursuing different and contrary courses. And section 297, which requires every steam-ship, when navigating a narrow channel, to keep on that side of the fairway or mid-channel which lies on her starboard side, are all precautionary measures which will, more or less, have a tendency to prevent accident, but which do not require enlarging on. Of a similar nature also are sections 300 to 302, which direct that every iron steam-ship shall be divided by transverse water-tight partitions; that every passenger-steamer shall be provided with a safety valve beyond the control of the engineer; that every sea-going passenger steam-ship shall have her compasses adjusted from time to time; that she shall be furnished with a hose to extinguish fire, in connection with the engine; and that she shall be provided with a gun, ammunition, and other means for making signals of distress.

Sections 326 and 327, by compelling the owner or master of every steam-ship to report to the Board of Trade the occurrence of any accident affecting the sea-worthiness of the vessel, or occasioning loss of life or serious injury to any person on board, will also without doubt secure additional precaution and carefulness in many instances.

Part V., sections 330 to 388, regulates and provides for a system of pilotage around the coasts of the United Kingdom.

Part VI., sections 389 to 416, provides for the establishment, maintenance, and management of lighthouses, buoys, and beacons; and regulates the light-dues, their amount and mode of collection.

The importance of these two departments, pilotage, and the establishment of lighthouses, buoys, and beacons, in preventing accident, is so self-evident that it is a truism to affirm it. The intricate navigation of our coasts, rendered still more complicated by the irregularities of the tides, would be quite impracticable without the most efficient system of each being effected. As, however, they still remain very properly under the efficient control and jurisdiction of the Trinity House, Deptford Strond, and as, with the exception of the whole being placed under the general supervision of the Board of Trade, no alteration of importance has, we believe, been made in them, we will not attempt to discuss the merits and demerits, the perfections and imperfections of each in detail. Nor, indeed, are we sufficiently acquainted with their practical working to do justice to subjects of so much importance, and which would require so much study, consideration, and experience to form any correct estimate of them, we will, therefore, without further comment on them, conclude our remarks on this first branch of the Merchant Shipping Act, which regards the preservation of life by the *prevention of accidents at sea*.

NOTE.—We are glad to observe, that the spirited proprietor of the *Shipping and Mercantile Gazette* has published *in extenso* the new Merchant Shipping Act in his journal of the 9th Sept. last. The *Gazette* can be had, price 6d., either from 54, Gracechurch-street, or by order from any news-vender in town or country.

CHANGE OF TITLE OF THE ROYAL NATIONAL INSTITUTION FOR THE PRESERVATION OF LIFE FROM SHIPWRECK.

MOST of our readers are already aware that the title of the above Society has been recently altered to that of the "ROYAL NATIONAL LIFE-BOAT INSTITUTION—founded in 1824 for the Preservation of Life from Shipwreck;" they may not, however, be acquainted with the causes that have led to the change. It therefore becomes necessary that we should explain the reasons which have induced the Committee of so old-established a Society, to forego the *prestige* with which time and usage invest all things, and, after a career of thirty years under the title with which it first sprang into existence, to recommend to its subscribers that the Institution should hereafter appear before the public under a new name.

One of two conclusions may very naturally be arrived at on such an occasion, by those who are unacquainted with the circumstances; either that the Institution had not satisfactorily fulfilled its mission under its original title, or else, that from causes which time and circumstances had brought about, it had become inconvenient and inappropriate. We trust to be able to show that the latter conclusion would be the correct one, and that, whilst the Society at the time of the change being recommended was in full and vigorous existence, and every day extending the sphere of its usefulness, yet that the more precise definition of its office, as contained in its new title, was likely to still further aid its progress, and to enlighten the public, whose support it solicits, as to its real character and avocation.

As has been recorded elsewhere in this Journal, the Institution was founded in the year 1824, chiefly by the exertions and under the auspices of the late Sir WILLIAM HILLARY, Bart., the late THOMAS WILSON, Esq., then M.P. for the city of London, and other benevolent gentlemen, some of whose coadjutors have continued to this day to be working members of its Committee of Management, and to afford it the benefit of their knowledge and experience.

The original objects of the Institution may be shortly stated to have been—To rescue wrecked persons from drowning on the coasts of the United Kingdom, by every available means, both direct and indirect. Directly so, by providing, on various parts of the coast, life-boats, and the life-preserving apparatus; and indirectly, by affording encouragement to others, in the shape of pecuniary remuneration and honorary rewards, on occasions of their saving life. These objects have, from the time of its first foundation to the present moment, been quietly and unostentatiously carried out by the Society; although, through a considerable portion of that period, it has not been so generally known or so well supported by the public as it deserved to be.

Until the year 1851, the Institution was the only body in this country having the above objects in view, and at the same time, whose sphere of action extended over the whole of the coasts of the United Kingdom. Several county, and other local associations existed, by which the majority of the life-boats around the coasts were provided; but the field of usefulness of each was limited to its own immediate neighbourhood.

In the above-named year, however, another national and sister institution came into the field—The Shipwrecked Fishermen and Mariners' Royal Benevolent Society,—whose invaluable services in providing for the shipwrecked seaman, (already saved), and releasing him from the shame and ignominy of begging his bread, cannot be too highly appreciated, or too liberally supported. That Society had hitherto confined itself to the objects for which it had been formed, as its work only commenced where that of this Institution ended. The office of the one was to rescue the mariner from an untimely end—that of the other to clothe, feed, and house him, and to convey him without charge to his home, or the port of his adoption.

In the year 1851, however, that Society, which in the pursuit of its avocation had but too evident proof forced on it, of the lamentable deficiency of all existing means for saving life from shipwreck, determined to enter upon that work also, little doubting

that amongst its numerous supporters, it would obtain sufficient aid to enable it to accomplish the object it had in view. The Society accordingly appealed for funds for that purpose, and for bestowing pecuniary remuneration and honorary rewards for services rendered in saving life. Steps were then immediately taken to commence the good work; and before the expiration of the following year, the Society found itself in possession of seven or eight new life-boats, with their necessary gear, with houses to shelter them, and, where necessary, with carriages for their conveyance on the shore; and moreover, with local Committees for their management, and an average annual local income of 20% at each station for their maintenance.

Nothing at first sight could be more satisfactory and encouraging than this result. Here was a good work, which was much needed, quickly done. In a short time, however, an evil became apparent; there were now two Societies before the public, each having the same objects in view, and the titles of which were so similar, that the one was frequently mistaken for the other, and it appeared probable that many persons, being doubtful which Society was most deserving of support, might withhold their subscriptions to the cause altogether. The National Shipwreck Institution, of which the Duke of NORTHUMBERLAND had recently accepted the office of President, was with renewed vigour carrying on its work, stationing new life-boats and replacing old ones; and it accordingly became a question whether it might not be expedient that the before-named Society should confine itself to its original objects, to effect which there was an ample field for its utmost exertions; and that it should transfer its life-boat establishments to the National Shipwreck Institution, the real question being, not whether a good work should be discontinued, but whether it might not be better performed in one mode, rather than in another.

Negotiations accordingly passed between the two Societies in the autumn of 1853, the Shipwrecked Fishermen and Mariners' Society liberally offering to hand over its life-boat establishments, with all the funds

especially raised for their support, to the National Shipwreck Institution; requiring, as an equivalent for them, that the latter Institution should so alter its title, as to remove all similarity between the two, and to prevent any confusion existing in the public mind respecting them. The negotiation which then took place between the two Societies was broken off for a time, in consequence of the unwillingness of the older Society, which had existed since 1824, to give up the *prestige* attached to, and the associations connected with, its original title. Since that period, however, the position of affairs has materially changed. As our readers have been made aware by the new Merchant Shipping Act, the Board of Trade, by that Act, received authority to assist in placing and maintaining life-boats, and generally in the cause of "preservation of life from shipwreck." The Board thereupon signified: 1st. Its intention to make its assistance proportional to private and local exertions, having due reference to the several local capabilities, and thus to encourage the flow of private benevolence and enterprise into the same channel, rather than to supplant it. 2nd. Its desire, in its communications with localities on the coast, to act through *one central* agency in London, rather than through *two* agencies; which central agency would be one of the Societies already established.

Thus an additional motive became evident for the absorption of the whole work into the hands of one body.

From this explanation, it will be seen that reasons for a change of title, which should more explicitly define the objects of the Institution, had become much more evident, whilst the present moment appeared the most favourable one for making such change. The Committee of Management, therefore, opened anew the negotiation with the Shipwrecked Fishermen and Mariners' Society, which, as before described, had been broken off last year; and the result has been, that the title of the Royal National Institution for the Preservation of Life from Shipwreck, has been altered to that of the ROYAL NATIONAL LIFE-BOAT INSTITUTION—founded in 1824 for the Preserva-

tion of Life from Shipwreck, and that the other Society has liberally, without any other requirement than the change of name, handed over to it the whole of its life-boat establishments and life-boat funds.

In conclusion, we will merely record our opinion, that the two Societies, each in their own sphere, are of national importance, and alike entitled to the confidence and support of the public; and that we most heartily trust and pray that, with the Almighty's blessing on their labours, they may each long survive, actively and prosperously doing their own work, and mutually recommending and assisting each other as workers together in two separate branches of one good cause—the welfare of the seamen and sea-borne passengers of this great maritime country.

NEW INVENTIONS.

CUNNINGHAM'S Patent Mode of reefing Topsails from the Deck.—Most persons, even those who are not sailors by profession, are aware that the operation of reefing topsails is one of the most important on board a ship. By its means the amount of surface of canvass exposed to the action of the wind is regulated; and it is in consequence a manœuvre that is in constant operation, as it is also one that requires to be promptly and skilfully performed. Indeed, the safety of the ship, and therefore of those on board her, will, under various trying circumstances, often depend on the ready adaptation of the amount of sail to the varying force or direction of the wind. Through a reef not being taken in, and the sail thereby reduced in time, a mast may be carried away or a sail split at a moment when the salvation of the ship may depend on them. Or again, through a reef or reefs not being shaken out in time, and an increased amount of canvass thereby set on the ship, on a sudden falling-off of the wind when entering a port, she may miss the entrance and be swept to leeward of it, to the destruction of herself and all on board her. We are, indeed, assured by those who have had ample opportunities for observing it, that such is a periodical cause of loss of ships and lives to a great extent at our pier and bar harbours,

especially on our east coasts. Any contrivance, therefore, which will reduce the time required for the performance of this most important operation will necessarily be of great value.

The operation of reefing is, moreover, not only an important one, but it is one requiring much skill and activity, and is often attended with great danger. How many a fine fellow has been thrown from a topsail-yard, and been drowned or smashed upon the deck, through the carrying away of an ear-ring, a reef-tackle, or a weather-brace! There is probably, indeed, no one manœuvre on shipboard which has, in this last form alone, caused so great a sacrifice of life. Any contrivance, therefore, which shall reduce, or altogether remove this danger, must be looked on as a public and a national boon.

We may also observe, that in a man-of-war, when engaged with an enemy, the operation of reefing topsails could hardly be performed in the present mode, however necessary, since the introduction of the Minié rifle and other improvements in fire-arms would enable an opponent to pick off every man exposed aloft. This advantage of an efficient plan for reefing sails without sending men aloft is therefore well deserving of consideration.

The beautiful invention we are now treating on has, we believe, most successfully remedied the evils above alluded to. It is the production of H. D. P. CUNNINGHAM, Esq., R.N., F.S.A., a gentleman who, although not a seaman by profession, has, during a long period of service in Her Majesty's Navy, had ample opportunity for observing the defects of the old system of reefing topsails, and has brought an ingenious and scientific mind so effectually to bear on the subject, as will, we believe, produce a complete revolution in that department of seamanship, and as will, we think, entitle him to the thanks of his country, and to the gratitude of seamen of all nations.

We should not speak in such high terms of any ordinary invention; but we write advisedly when we state that we consider this to be one of the first magnitude.

We extract the following statements from

the explanatory pamphlet published by Mr. CUNNINGHAM on his patent:—

"The following advantages and capabilities have been practically proved to be obtained from this invention:—The topsails, top-gallant sails, &c., can be reefed from the deck, without sending any one aloft, with extraordinary speed, and few men. *Three* hands have been found sufficient to reef the main-sail of a 500-ton ship in two minutes; and the reefs can also be shaken out from the deck with the same facility.

"The sails stand as well, if not better, than on the old plan, and there is no remarkable alteration in the cut, shape, or general appearance of the sails and yards.

"The sails will wear longer than on the ordinary plan; it is calculated that a 'CUNNINGHAM'S Patent Topsail' will wear two years longer—the reason of this is attributable to the absence of reef-points, and consequent constant rub of the same against the sail; also, to the threads of the canvass, when the sail is reefed, bearing an equal strain throughout the surface of the sail, and to the sail not being subjected to violent shaking, as upon the old plan, as the Patent Topsails always remain set, even in reefing.

"A great saving in wear and tear of cordage is effected; and the number of running ropes reduced.

"The action of lowering the topsail, close-reefs it, which is very convenient for bringing up in roadsteads, tide-ways, &c., as the sail is already half stowed; and in making sail, when the topsail is sheeted home, a close-reefed sail is at once set, and the ship brought under command; the simple operation of hoisting the topsail shakes the reefs out. Attention is particularly called to this, as to short-handed vessels, which may be frequently obliged to get under weigh in crowded anchorages, narrow channels, &c., it is a most important advantage.

"In the case of sudden lee shores, falling wind, running under the luff of high lands, entering bar harbours, or all the many other situations in which ships are sometimes placed, when their safety depends upon reducing or making sail with the utmost speed; the ability to reef and make sail

from the deck, with the speed and facility afforded by CUNNINGHAM'S Patent, cannot fail to increase the safety of ships. The same advantages hold good in the case of ships having their crews reduced by sickness, desertion, or death, especially in distant foreign ports, where the difficulty of obtaining seamen may be very great."

Having enumerated the practical advantages and capabilities of his invention, the Patentee calls attention to the difficulty which at present exists in procuring *efficient* crews for merchant ships. The deficiency does not exist only in the *number* of men offering to ship, but also in the *ability* of those who do come forward: and there is no reason to believe that these evils will diminish.

The most important sails of a ship to work are the topsails; to handle these sails properly, on the old method, regular seamen are required; and in a merchant ship, it requires almost every man in the ship to reef even one topsail, hence it becomes a necessity that almost all the crew shall be *seamen*. Numerous testimonials contained in Mr. CUNNINGHAM'S pamphlet, testify that his Patent Topsails, &c., do not require so many seamen to work them. The captain of the barque *Clio* reports having himself close reefed his main topsail with the aid of *one of his passengers*; and all the reports concur in stating, that the operation which formerly required almost every man in the ship, and those regular seamen, can be accomplished by *two, three, or four hands*, who, if they can pull a rope, have no more seamanship required of them.

The late loss of the new ship *Tayleur*, is a melancholy example of the jeopardy to which a ship may be liable by the inefficiency of the crew, when rigged in the old manner. In this instance, it appeared that the crew were unable to reef her topsails, and in consequence she drove for many hours bodily to leeward with her topsails flapping to pieces on the yards, and which resulted, with other concurrent causes, in her destruction; had the *Tayleur* been fitted with self-reefing topsails, her otherwise inefficient crew might have been enabled to get her under snug commanding sail so soon as it was required; and even when brought on a close lee shore,

the ability to make sail speedily would have rendered it possible to get the ship's head round (which could not be done with the reduced sail the ship was under when lost), and thus the danger so fatal to her would have been averted.

Without diagrams, (which our space does not admit of,) it would be difficult, if not impossible, to convey a clear idea of the mechanism, in detail, of Mr. CUNNINGHAM'S plan. We shall not therefore attempt it, but refer them to his own pamphlet. Suffice it to say, that the yard to which the sail is bent is so constructed as to revolve on its centre, by which means the sail is rolled round it by the act of lowering the yard, the whole operation of reefing and unreefing being therefore performed by means of ropes from the deck, by simply lowering or hoisting the yard.

The Patentee states, that his invention is applicable to top-gallant sails as well as to topsails, and even to courses if required.

We have not space to quote the many testimonials from masters of vessels which have been fitted with Mr. CUNNINGHAM'S topsails; but they are evidently of a trustworthy and practical character, and may be seen by reference to his pamphlet.

A large number of merchant ships, of various sizes and of different nations, have already been furnished with these sails, who uniformly report highly of them. We have not heard that it is yet contemplated to make trial of them in the Royal Navy of this country; but a Committee was a short time since appointed by the Minister of Marine in France to examine and report on them; and we are informed that a French man-of-war has been ordered to be fitted with them forthwith. The Minister of Marine of Denmark has likewise recently communicated with Mr. CUNNINGHAM respecting his patent, with a view to its adoption in the Royal Marine of that country.

It has, we believe, been advanced as an objection to the very advantages of this plan, that their tendency will be to deteriorate the character of the British seaman—that by gradually removing the obstacles which his indomitable perseverance and energy have hitherto gloried in surmounting, and by so

smoothing his rugged path that there shall be no call for the skill, endurance of hardship, and defiance of danger, amid which he has hitherto been cradled and reared, those high qualities will disappear from his character, and our maritime pre-eminence will sink to the level of that of other countries. We, however, attach no weight to that objection; similar ones have been formerly advanced against the introduction of steam power and other discoveries, which have revolutionized, not our public services alone, but our whole social machinery. Yet our star appears not yet to be on the wane! Nor, indeed, have we any fear for the future. The characters and peculiarities of our sailors are, no doubt, already very different from what they were in the days of Nelson and Jervis, and they may yet change again and again. But the greatness of our national character, and our progress and influence in the world, depend not on such surface qualities, but on those deeper and more enduring qualities of mind and heart, and physical capability, with which God has in his bounty been pleased to endow our race, without doubt for the purpose of furthering and carrying out His own scheme of benevolence for the welfare and happiness of the whole human family.

That glorious path we have long since entered on. *Although we may not have* made the most of our opportunities, yet we have not so far abused them that they have been taken from us. We believe that no such changes as those we have above alluded to, apart from our own unfaithfulness, will occasion their withdrawal. And our heart yet warms within us at the confident belief that our beloved country and our race are yet, through long ages to come, destined to be, in the hands of the Almighty Ruler of the universe, one of his chief instruments for promoting the advancement and civilization of the world.

We will conclude this digression into which the interest of the subject has led us, by recommending Mr. CUNNINGHAM'S deck-reefing sails to the careful attention and consideration of all shipowners into whose hands this paper may fall.

THE LATE

CAPTAIN G. W. MANBY, F.R.S.

THIS benevolent and ingenious gentleman has been gathered to his fathers, full of years and honours, his decease having occurred on the 18th November last, at his residence Southdown, near Great Yarmouth. His well-known mortar apparatus has made his name as familiar as a "household word" on the coasts of the United Kingdom; and our object will be, in the following remarks, to confine our observations to his connexion with that celebrated invention.

It is hardly necessary to acquaint the reader, that when a vessel is stranded very near the shore, a life-boat may not be available; and yet there is almost as little chance of the crew saving themselves by swimming from a distance of 200 or 300 yards, as from that of half-a-mile from the land. So well aware are seamen of the folly of trusting themselves to the waves, that they will generally stick to their vessel while the planks hold together. In these cases, the main object of the spectators will be to convey a rope to the wreck; and for one of the best plans for this purpose the nation is indebted to the benevolence and ingenuity of the late Capt. MANBY.

It is true, that in the year 1792, Lieut. BELL, of the Royal Artillery, had laid before the Society of Arts "a plan for throwing a rope on shore by means of a shell from a mortar on board the vessel in distress," or *vice versa*, and that he had received a premium of fifty guineas on the success of his experiments at Woolwich. We also find that similar experiments were made by a Frenchman named LA FERRE; but Capt. MANBY may fairly be considered as an original inventor, as he declared to a Committee of the House of Commons in 1823, that he had never heard of these experiments till he had completed his own, to which he had indeed been led by the success of an experiment he had himself made with very different views, at an earlier period than either of the above mentioned, and he has undoubtedly the sole merit of having brought his plan into actual use; and to accomplish

even this object on his part, it required no small amount of courage and perseverance.

It appears from a volume which he published in 1851, giving, as he says, "a summary of his services to the State," that his attention was first drawn to the subject by being a spectator of the loss of the *Snipe*, gun-brig, on the 18th February 1807, and seeing sixty-seven persons drowned within sixty yards of the Yarmouth beach, after remaining five or six hours on the wreck without a possibility of receiving assistance.

Previously to witnessing this horrible scene, Capt. MANBY, accustomed, from the vicinity of his residence to the beach, to see shipwrecks, thought, with many others, that the destruction generally attendant on such disasters was irremediable; but he was now thoroughly convinced that means might be devised to prevent such wholesale destruction of human life, within so short a distance from the shore. He recollected that he had, about the year 1783, thrown a line, by means of a small mortar, over Downham Church, in Norfolk; and it struck him that he might, by the same means, throw a line over a stranded vessel. After making many experiments, which proved unsuccessful, he obtained the use of a mortar from the Board of Ordnance; still he had to make numberless experiments before he could succeed in his object. The grand difficulty lay in connecting the shot securely with the rope: chains of every form were found liable to break on the discharge; but at length, stout strips of raw hide platted closely, answered the purpose. Repeated trials during high gales of wind gave him confidence in his plan, and he was now prepared to give proof of its utility.

An opportunity soon occurred. On the 12th February 1808, a brig ran aground about 150 yards from the shore. At day-break the crew were seen in the utmost danger; they had lashed themselves in the rigging; it was blowing a hard gale from N.E., and the waves were breaking over them. Many attempts were made to get a boat off to their assistance, but to no purpose. Capt. MANBY then brought down his mortar from his residence to the scene of distress; and presently, to the infinite

satisfaction and wonder of all the spectators, he threw a line over the vessel. By this line a boat was hauled off, and the crew, consisting of seven persons, were brought in safety to the land. On this his first triumph in saving poor creatures from perishing, he always looked back with much pleasure; and nearly forty years afterwards, at a considerable expense, he erected a pedestal near the spot, to commemorate this first successful trial of an invention which since that period has been instrumental in saving many hundreds of lives.

During the following winter, Capt. MANBY had the satisfaction of rescuing the crews of several vessels; and in 1810 Mr. CURWEN, M.P., brought his invention under the notice of Parliament, in which he was supported by Mr. WILBERFORCE and Mr. WHITBREAD.

In 1814, Capt. MANBY's plan was again taken into consideration by the House of Commons. In the course of the following year, about forty-five mortars, with the apparatus, were sent to various parts of the coasts. But from some cause or another they fell into disuse, and many of them were soon allowed to get out of order; and we find that up to the spring of 1823, when Capt. MANBY's services were again brought before Parliament,—for he was one of those men who could use his pen pretty fluently, and who would not quietly succumb to a real or an imaginary injustice,—only nineteen persons had been saved by it on all the coasts of the kingdom, with the exception of Norfolk and Suffolk, where it had been zealously put in practice and kept in good order, and where 220 shipwrecked persons had been saved by it. The Committee of the House of Commons strongly recommended an extension on the coast of the plan, and recommended a grant of 2000*l.* to Capt. MANBY, in addition to the sums which had in previous years been granted to him by Parliament in acknowledgment of his services. He also held, we believe, a good situation under Government until the day of his death.

On the establishment of the Royal National Institution for the Preservation of Life from Shipwreck, in 1824, the Society cor-

dially co-operated with the Government in providing the coasts with sets of this apparatus. Capt. MANBY had now, we believe, yielded entirely his right in the apparatus to the Government, and we are not aware that he actively employed himself further in the matter; but he continued to take an interest even to the day of his death in the success of his invention for saving life.

Capt. MANBY was the inventor of several other plans for saving life, both from drowning and from fire. He had himself saved one person from fire and another from suffocation, and had rescued eighty-two lives from shipwreck, many of them at great personal risk to himself. It was not without much satisfaction that he anticipated the verdict of posterity, as to whether he had fulfilled the last order of his schoolfellow, the immortal Nelson: "England expects every man to do his duty."

The successful results of his plans had the good fortune to be honoured with thanks and appropriate medals from the following Sovereigns and Societies:—

His Majesty *FREDERICK THE SIXTH*, King of Denmark.

His Majesty *CHARLES JOHN*, King of Sweden.

His Majesty *WILLIAM*, King of the Netherlands.

His Majesty *CHARLES THE TENTH*, King of France.

Royal National Institution for the Preservation of Life from Shipwreck.

Royal Humane Society.

Society of Arts.

Highland Society of Scotland.

Suffolk Humane Society.

Norfolk Shipwreck Association.

To have his services thus appropriately recognised by so many crowned heads, and the before-mentioned philanthropic bodies, was always a source of much gratification to him.

From 1808 to 1823 he wrote several papers on the necessity of making provision on the coasts for rescuing shipwrecked persons by his apparatus and life-boats.

In 1837 he had the satisfaction to see a Society commenced in London for the Pro-



WRECK CHART OF THE BRITISH ISLES FOR 1853.

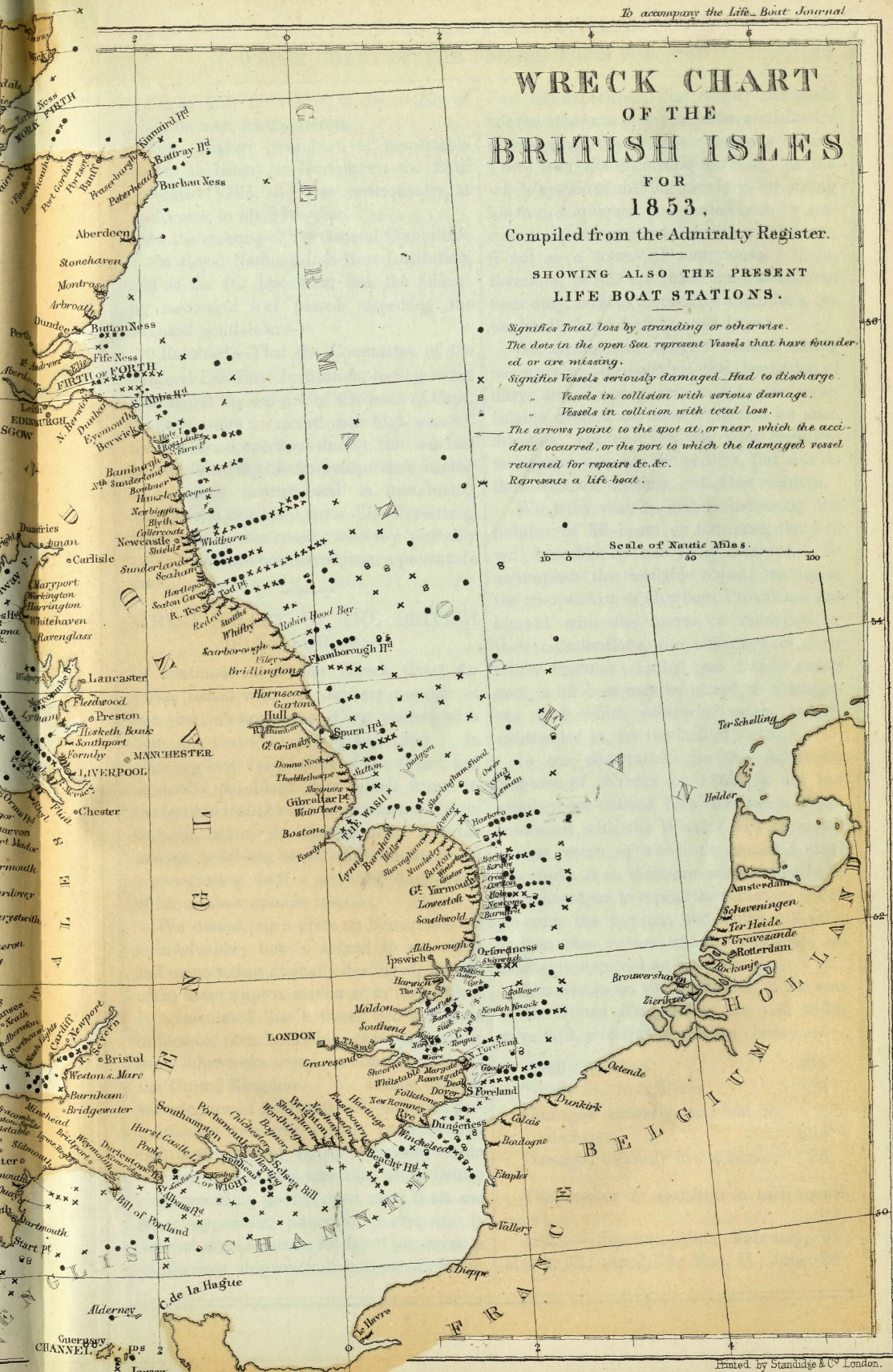
Compiled from the Admiralty Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.

- Signifies Total loss by stranding or otherwise.
The dots in the open Sea represent Vessels that have foundered or are missing.
- x Signifies Vessels seriously damaged Had to discharge.
- = " Vessels in collision with serious damage.
- z " 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 Nautic Miles.

10 0 50 100



tection of Life from Fire, in the welfare of which he took much interest.

Capt. MANBY was born of respectable parents at Hilgay, in Norfolk, on the 28th November 1765, and was consequently, at his decease, in his 89th year.

At the meeting of the General Committee of the Royal National Life-Boat Institution, held on the 7th December last, the following resolution was passed respecting the deceased gentleman :—

“Resolved—That the Committee of the National Life-Boat Institution, having heard with regret the account of the death of Capt. MANBY, desire to record their high sense of his unwearied exertions during the last half century in saving life from shipwreck, having been mainly instrumental in introducing into general use his mortar Life-Preserving apparatus on our coasts, whereby probably 1000 lives have been saved from a premature death.”

WRECK CHART OF THE BRITISH ISLES FOR 1853.

IN continuation of the Wreck Chart for 1852, issued with our January number of last year, we now present our readers with that for the following year, 1853. In glancing over the borders of the Chart, and observing the black dots which fringe it, the terrible realities of shipwrecks are vividly brought before the imagination; and the stoutest heart can hardly remain unmoved in contemplating such a frightful destruction of life as their number implies.

We cannot put a price on human life—it is invaluable; but in regard to the ships and cargoes thus annually destroyed, we can make some approximation as to their value. It is calculated that between two and three millions of pounds sterling are absolutely lost from shipwrecks every year on the coasts of the United Kingdom. We believe that, by the adoption of systematic and judicious precautionary measures a large proportion of this destruction of valuable property might be prevented. It is true that every British ship, according to law, must carry boats and other apparatus, although inadequate in amount and character, for the “preservation of life from shipwreck;” but we all know,

from sad experience, that neither the boats nor the other machinery are often available for service when the terrible emergency occurs. There is no use disguising the fact, that the whole system of making provision for saving life from shipwreck is regarded both by seaman and passenger at least with indifference, if not as a source of annoyance. Until, therefore, people are made more sensible of their duty, both to themselves and others, we can hardly hope for any amendment.

We cannot rest satisfied without raising our warning voice against this dereliction of duty, and drawing attention to the incalculable amount of misery inflicted by such disasters, not only on the poor creatures themselves who are the victims, but also on their widows, orphans, and other relatives.

We trust that by greatly increasing the number of life-boats on the coast, this evil will hereafter be materially lessened. To accomplish this laudable object, we invite the co-operation of all whom Providence has blessed with the means of relieving, by their contributions, the sufferings of their fellow-creatures; for by such timely assistance, a life-boat may be placed on a dangerous spot which otherwise might remain unattended to, for the lack of funds.

In our observations on the Admiralty Register of Wrecks for 1853, in our last number, we entered fully into the statistics connected with the Wreck Chart appended to that return, of which the annexed chart is a copy; it is, therefore, unnecessary to do more here than to repeat the summary which precedes the register, and which will fully explain the nature of the casualties so strikingly depicted on the chart.

The wrecks on the coasts and in the seas of the United Kingdom in the year 1853, were 832, which may be thus classed :—

Totally wrecked	369
Totally lost in collision	52
Damaged seriously, and had to discharge	386
Damaged seriously in collision . .	25

The number of casualties in each month were :—

1853. — January, 106; February, 91; March, 52; April, 78; May, 41; June, 26;

July, 45; August, 33; September, 70; October, 96; November, 71; December, 123; total, 832.—Total lives lost, 989,

Although this number is large, yet it is satisfactory to know that it is considerably less than that of the preceding year, as will be observed from the following summary attached to the Admiralty Register of Wrecks for that year:—

1852. — 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.—Total lives lost, 920.

LEAF FROM LLOYD'S LIST.

AN interesting tabular return has just been published in *Lloyd's List* of the casualties to shipping, reported to Lloyd's during the month of January last. They are thus classified: vessels totally wrecked, 145; part of cargo saved, 12; whole or nearly so of cargo saved, 3; sunk, 32; raised, 6; abandoned and lost, 42; ships recovered after being abandoned, 6; stranded whose subsequent fate was not reported, 155; stranded but afterwards got off, 179; ships got off with loss of part cargo, 5; missing, 10; condemned after striking, &c., 5; condemned from other causes, 4; ships touching the ground and sustaining trifling damage, 6; total casualties, 610. What a fearful list of disasters for a period of only one month! It will be observed, that no return has been made of the sacrifice of life on these occasions. We believe, however, that we are within the mark when we state that probably 1000 persons have perished from these accidents.

But no account is rendered to Lloyd's of the frequent disasters to boats and their crews, which happen to those individuals who are compelled, in some way or another, to seek a livelihood on the borders of the sea.

Although we cannot subscribe to the dogma that, by increased nautical skill and the continued improvement of ship-building, sea and land travelling could be brought to the same degree of security—for it is not in the power of man to control the stormy

elements—yet we do believe that by the diligent cultivation of these sciences, shipwrecks could be very materially lessened; and we trust that, when the excellent clauses of the new Merchant Shipping Act will be brought into full operation, disasters at sea, as far as English ships are concerned, will be considerably less numerous than unfortunately they are at present.

MEETINGS OF THE COMMITTEE.

Thursday, 17th Aug., 1854. A Special Meeting of the General Committee was held this day. His Grace the Duke of NORTHUMBERLAND, K.G., President, in the Chair.

Confirmed the Minutes of the previous Meeting.

The President explained that a Special Meeting of the Committee had been convened for the purpose of considering an important communication received by the Institution from Her Majesty's Board of Trade.

After detailing the proposal of the Government to assist in the establishment of life-boats on the coasts, the Board expressed their desire to carry out, as far as practicable, their scheme through one central agency.

The clauses of the Act of Parliament referred to in the foregoing communication were also read. (A copy of the letter of the Board, with the exception of that part of it which relates to the desirableness of there being only one central agency, will be found at length in the *Life-Boat Journal*, No. 14, p. 161.)

Resolved—

1. That this Institution is desirous cordially to co-operate with Her Majesty's Government in giving effect to the scheme proposed in the letter of the Board of Trade.

2. That with the view of facilitating the working of the plan through one Society, the Committee agree to propose an arrangement with the Shipwrecked Fishermen and Mariners' Society, in regard to such an alteration or qualification of the titles of the

two Societies as should distinctly define the difference of the objects for which they were instituted, and avail themselves of the mediation of Capt. BEECHEY, R.N., to assist in effecting the proposed arrangement.

Thursday, 31st Aug., 1854. A Meeting of the Sub-Committee was held this day, to consider the result of Capt. BEECHEY'S interview with the Shipwrecked Fishermen and Mariners' Society. EDWARD HURRY, Esq., in the Chair.

Capt. BEECHEY reported that he had submitted the proposal regarding alteration of title to the Shipwrecked Mariners' Society, and in reply had to state, that it had appeared to that Committee that the adoption of the term "Life-boat," in lieu of "Shipwreck," in the title of this Institution, would meet the case, and would prevent the existence of any confusion of the objects of the two Societies in the public mind. He had no doubt, if such alterations were made, the Committee of the Fishermen and Mariners' Society would at once hand over all their life-boat establishments to this Institution, and give up that department of their work altogether.

Thursday, 7th Sept., 1854. THOMAS BARING, Esq., M.P., in the Chair.

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

Resumed the consideration of the change of the title of the Institution.

Resolved—

That Capt. BEECHEY be communicated with, and to state that a doubt had arisen amongst the Committee whether legacies to this Institution, under its present title, could be legally held or claimed, should the name of the Society be changed; and to inquire whether the Board of Trade would take the opinion of its counsel on the point, which would be considered the best legal advice.

Subject to the before-mentioned legal opinion being in favour of the change of the name of the Institution,

It was Resolved—

That this Committee do recommend to an Extraordinary General Meeting of the

Subscribers, to be convened on the 5th October next, that the title of the Society be thereafter altered to "ROYAL NATIONAL LIFE-BOAT INSTITUTION—founded in 1824 for the Preservation of Life from Shipwreck."

Approved of a draft of an advertisement to call a Public Meeting on the 5th Oct.

Read letter from Mr. CHAPMAN, Deputy Chairman, dated from Whitby, respecting the life-boats and life-boat-carriage stationed at that place.—To be acknowledged.

Read the Inspector's Report on the new life-boat for Middlesborough, built at Stockton-on-Tees, and referred the same to Mr. PEAKE.

Read a Report from Inspecting-Lieut. HOPKINS, R.N., giving a favourable account of a recent trial with the new life-boat at Dungeness, and stating that some trifling repairs and stores were required for the boat. He also transmitted a list of the officers of the Dungeness Branch of the Institution, and also contributions amounting to 24l. 1s. —Lieut. HOPKINS to be thanked.

Instructed the Inspector of Life-boats to proceed to Dungeness to examine the boat, and to order the repairs and stores required.

Read letter from Mr. BAYLEY, of Stonehouse, of the 7th August, requesting to be furnished with a drawing of Mr. PEAKE'S life-boat, which he wished to send to Havre.

To be informed that the Institution would prefer to superintend the building of a life-boat in London, on Mr. PEAKE'S design, as some of the boats built by local builders from drawings sent to them had not been properly made in accordance with the designs sent.

Read letter from the Chairman, transmitting a communication from Mr. FELLOWS, of Ormsby, calling attention to the establishment, by the boatmen at Scratby, near Great Yarmouth, of a life-boat, chiefly at their own expense, and stating that His Royal Highness Prince ALBERT, K.G., had patronized the undertaking.

Expressed approval of the boatmen's exertions, and decided that an offer of a set of cork life-belts be made to the crew of the boat.

Read letter from the Minister of Public Works at Berlin of the 13th August, stating that the life-boat built under the superintendence of the Institution for the Prussian Government had been tried, and that her trial had given much satisfaction.

Voted 2*l.* to a lad named THOMAS BAKON, for wading into the surf, at considerable risk, to the rescue of a man who had been thrown out of his boat, during a gale of wind, near Walton Bay, in the Bristol Channel, on the 31st July last.

Also 5*l.* 2*s.* to the crews of the Deal luggers *Friends* and *Dart*, to repair the damages they sustained in bringing the crew of the Prussian bark *Oceanus* on shore, which was wrecked on the Goodwin Sands on the 2nd August last.

Thursday, 5th Oct., 1854. An Extraordinary General Meeting of the friends and subscribers of the Royal National Institution for the Preservation of Lives from Shipwreck was held this day at the Society's Office, 20, John Street, Adelphi, specially convened pursuant to advertisement in the public papers, to consider the recommendation of the Committee to alter the title of the Institution. THOMAS CHAPMAN, Esq., F.R.S., in the Chair.

Read the advertisement convening the Meeting.

Read letters from His Grace the President and the Chairman, stating that absence from London would prevent their attendance at the Meeting.

The Chairman having made some observations on the desirability, under existing circumstances, of changing the title of the Institution,

It was moved, seconded, and carried unanimously,

That the title of the Royal National Institution for the Preservation of Lives from Shipwreck be altered to "ROYAL NATIONAL LIFE-BOAT INSTITUTION—founded in 1824 for the Preservation of Life from Shipwreck."

Thursday, 5th Oct., 1854. THOMAS CHAPMAN, Esq., F.R.S., in the Chair.

Read letter from the Board of Trade, transmitting the opinion of the legal adviser

of the Board on the point submitted to his consideration respecting the alteration of the title of the Institution. He stated that such alteration of title would in no way affect legacies left, or to be left, to the Institution under its old name.

Read letter from Lieut. ELLIS, R.N., transmitting a copy of a Resolution passed at a public Meeting of the Southwold Life-boat Society, held on the 6th Sept. last, when it was decided that the Society should become a branch of this Institution. An offer was also to be made to the Institution of the two life-boats of the Society, which were not approved of by the beachmen, on condition that the Institution provided a new life-boat, and paid their liabilities, which amounted to about 130*l.*

Resolved—

That an offer of a 36-foot life-boat, on Mr. PEAKE's design, be made to the Southwold Life-Boat Society, and that they be recommended to sell their old boats, and to apply the proceeds thereof to the liquidation of their debt.

Read letter from Mr. W. GRIFFITHS, of Fishguard, of the 16th September, stating the necessity of a life-boat at that place, in consequence of the frequency of wrecks in the neighbourhood.—To transmit him the usual papers preparatory to the placing of a life-boat in a locality.

The Deputy-Chairman called the attention of the Committee to a model of the Whitby life-boat-carriage, which was laid on the table.—Decided that the attention of Col. TULLOH, R.A., be called to the model.

Read and approved the Inspector's Report of the Dungeness life-boat, which he found in an efficient state, but needing some slight repair.

Reported the completion and the trial of the Boulmer new life-boat.

Resolved—

1. That Messrs. WHITE, of Cowes, be invited to build the Institution a life-boat on Mr. PEAKE's design, and in accordance with a specification to be transmitted to them.

2. That Messrs. FORRESTTS be instructed to proceed with the building of a 30-foot life-boat on Mr. PEAKE's design,

and also to sell, after removing their fittings, two old life-boats in their yard belonging to the Institution.

3. That the Shipwrecked Fishermen and Mariners' Society be invited to resume the negotiation of last year, which had for its object the transference of their life-boats, &c., to the National Life-Boat Institution.

Reported that the Inspector of Life-Boats had been instructed to accompany the Government Inspector to visit the different life-boat stations on the east coast.

Read papers respecting the following plans:—

1. BRIM's patent safety life-boat. Also a paper on the subject of floating stations for life-boat and pilot stations.

2. HARRIS's cork cable.

3. STEPHENS' plan to fit ordinary ships' boats as life-boats, by stowing in their flooring small metallic air-cases.

Read letter from the Hartlepool seamen, expressing their thanks for a set of cork life-belts presented by the Institution to the crew of their life-boat.

Decided that a sledge, in lieu of her present carriage, be provided for the Thorpness life-boat, as requested by the local Committee.

Thursday, 2nd Nov., 1854. 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.

Elected Rear-Admiral BEECHEY a Member of the Committee of Management of the Royal National Life-boat Institution.

Read letter from the Shipwrecked Fishermen and Mariners' Society of the 26th October, and the extracts from their Minutes which accompanied it, expressing their readiness to renew the negotiation of last year and to transfer their life-boats, &c., to this Institution.

Resolved—

That the National Life-boat Institution accepts with thanks the very liberal offer of the Shipwrecked Fishermen and Mariners' Society to transfer to it their life-boat establishments, and is ready to accept the same on the same terms as those by which the

Society now hold them, namely, the National Life-boat Institution taking all the subscriptions of the local branches, and holding itself responsible for all necessary outlay on the boats; and that in order to the completion of the proposed arrangement, a deputation from this Committee be appointed to meet one from the before-mentioned Society.

Read letter from Col. TULLOH, R.A., stating that the life-boat carriage, as altered by Messrs. RANSOMES and SIMS, was likely to answer the purpose in every respect.—Col. TULLOH to be thanked for his communication.

Decided that Messrs. RANSOMES and SIMS' account, amounting to 154*l.* 1*s.* 6*d.* for building and altering a life-boat carriage, be paid, and that three additional life-boat carriages be forthwith constructed, with such alterations and improvements as the Life-boat Carriage Committee might deem necessary. One to be on the plan of the Whitby life-boat carriage.

Read and approved the Inspector's report of his tour of inspection of the life-boats on the east coast, in company with the officer of the Board of Trade. Also his report of the state of the life-boats on the Northumberland coast.

Resolved—

1. That a 30-feet life-boat, on Mr. PEAKE's design, be ordered to be built forthwith for Berwick-upon-Tweed.

2. That an offer of 200*l.* be made by the Institution to the Southwold Life-boat Society, in aid of building a life-boat, which would be approved of by the beachmen of the place, in lieu of the previous offer of a life-boat built in London.

3. That two additional 30-feet life-boats be ordered to be built by Messrs. FORRESTT, Limehouse.

Read letter from Messrs. WHITE, of Cowes, declining to build life-boats on any other plan than their own.

Read letter from Lieut. COOKNEY, R.N., stating the necessity of a life-boat at Mostyn, on the Flintshire coast.—Deferred.

Read extract from the will of the late Mr. SAMUEL J. LOWE, of Shadwell, stating that he had left a legacy of 1000*l.*, in the 3 per cent. Consolidated Annuities, to the

National Life-boat Institution. The legacy to be made payable after the demise of the testator's sister.

Voted the silver medal and two guineas to THOMAS PRICE, and 12*l.* to his crew of eight men, in testimony of their gallant services in a shore boat, to the crew of the sloop *Two Brothers*, which was wrecked during a N.N.E. gale of wind, in Redwharf Bay, on the Anglesea coast, on the 18th October last. The services rendered on this occasion were characterised by unusual perseverance and gallantry.

Voted also 9*l.* 2*s.* to the crew of the Hartlepool Seamen's Life-boat, in consideration of their services in rescuing the crew of the brig *Prospect*, of Aberdeen, which was stranded during a N.E. gale of wind, near the South Pier of the Hartlepool Dock, on the 18th October.

SERVICES OF LIFE-BOATS.

HARTLEPOOL. SEAMEN'S LIFE-BOAT.—This boat, of the establishment of which, by the seamen of Hartlepool, we gave a description in our last number, has soon had opportunities for rendering essential service, and so of effecting the humane object of her spirited originators.

On the morning of the 1st of October last the brigantine *Prospect*, of Aberdeen, when running for the north harbour of Hartlepool in a heavy N.E. gale, was compelled to clue up her sails, and anchor close to the bar, when her anchor dragging, she speedily drifted into broken water, and subsequently went on shore. As soon as her dangerous position was perceived, the seamen's life-boat, which had been previously rowed to the entrance of the harbour in readiness to meet any emergency, proceeded to the assistance of her crew, and succeeded in taking them off, although not without some difficulty, on account of the heavy sea breaking round the vessel in the shoal water which she was then in.

After taking on board the master and crew of the *Prospect*, the life-boat gallantly made for another vessel, apparently in distress, lying nearly two miles to windward of her; and her crew report that they were

all astonished at the speed with which she rowed, dead to windward, against such a heavy sea. Unfortunately, when not far from the vessel, a heavy sea which struck the boat carried away all her lee-oars (which are reported to have been very bad ones), thereby completely disabling her, and leaving her for some time exposed to a heavy sea on her broadside, when she got several times filled with water. Under these circumstances she was compelled to return to the shore, and, being driven far to leeward of the harbour, was landed in the midst of heavy breakers on the open beach, where she safely landed the crew of the *Prospect* and her own crew, and was conveyed back to her station by land on the carriage belonging to the life-boat of the West Hartlepool Dock and Harbour Company.

The coxswain and crew of the boat report that, under the above trying circumstances, she had shown herself an exceedingly safe boat, and had convinced them that it would be almost impossible to upset her.

The crew on this occasion sought for no other reward for their arduous and successful exertions to save life, but the approval of their own consciences, and the satisfaction of succouring their brethren in distress. The Committee of the National Life-Boat Institution, however, awarded them, unsolicited, 14*s.* to each man, being double the amount given in ordinary cases to their own life-boats' crews, in testimony of their approbation of their humane and disinterested conduct on the occasion.

On the 23rd of November following another opportunity was presented to the Hartlepool seamen's life-boat. The ship *Callauria*, of 650 tons, coal laden, and bound to Bombay, with a crew of 20 men, having lost her bowsprit, and vainly endeavoured to keep off the land, anchored; but her anchors dragging, two powerful tug-steamers from West Hartlepool proceeded to her assistance, and after having, with some difficulty, kept her off until nearly high water, they then made for the bar, where, in consequence of her great draught of water, she took the ground, and struck heavily. The Hartlepool seamen's life-boat, together with the North Hartlepool life-boat, then went to

her assistance, and four of her crew were brought ashore by the former, the rest remaining on board. After dark, the wind and sea having much increased in violence, the seamen's life-boat again put off at 8 P.M., and with difficulty and risk, owing to the heavy sea alongside, and the threatened falling of the masts, took off eight more of the crew, the remaining eight preferring to remain on board.

The Seamen's Committee, on the appearance of bad weather coming on, appoint a crew and set a watch all night. We think they deserve much credit for their vigilance; and we congratulate them on having, within so short a period, rendered such efficient assistance to two shipwrecked crews. The boat's crew were again awarded 14s. each by the National Life-Boat Institution for their services on this occasion.

NORTH HARTLEPOOL.—On the same day that the *Callauria* was wrecked, the North Hartlepool life-boat, manned by pilots, took off the crew of the schooner *William*, five in number, which vessel had driven ashore on the sands. The wind was blowing hard at the time from E.N.E., and a heavy swell was setting into the harbour at the time.

SKEGNESS, LINCOLNSHIRE.—On Wednesday, the 18th October, at 6 P.M., the brig *Atalanta*, of Shields, timber laden, got on shore three miles from Skegness, in a N.N.E. gale. The Skegness life-boat, with the aid of six horses, was speedily drawn to the spot, and, being manned by a courageous crew, with her veteran coxswain, THOMAS MOODY, at their head, in the midst of a violent storm, a heavy sea, and intense darkness, manfully succeeded in rescuing and bringing safely to the shore the crew of nine men, with the master's wife and child. This case is described as one of especial gallantry.

SUTTON, LINCOLNSHIRE.—On the same day as the above the Sutton life-boat made two gallant attempts to rescue the crew of the brig *Freedom*, which was driven on shore by the gale near to that place. On the first attempt a rope was thrown on board; but

being improperly made fast, the life-boat broke adrift again, and, being driven far to leeward, was compelled to land and to be relaunched. On the second attempt they failed to reach the wreck, but got near enough to save two men, who threw themselves overboard. A third man was drowned in attempting to get to the boat; whilst a fourth man and the master remained on board, and, after the tide had receded, got on shore, much to the astonishment of the spectators, who supposed that they had perished. These two life-boats are the property of the Lincolnshire Shipwreck Association.

PAKEFIELD, SUFFOLK.—On the night of the 7th October, between 8 and 9 o'clock, signals of distress were observed in the direction of the Holm Sand, it blowing an easterly gale at the time. The Pakefield life-boat, manned by nineteen seamen, accompanied by Lieut. JOACHIM, R.N., of H.M. Coastguard, was immediately launched, and towed out under the sands by the Lowestoft steam-tug: they then made sail, and finding that they could not close the vessel to leeward, they weathered the sand and then ran down, when they found the sea breaking heavily over her, and with some difficulty they succeeded in getting on board. The crew of eight men were all found to be drunk; and, although in imminent peril of being drowned, and without the slightest possibility of the vessel's being got off, they resolutely refused to leave her.

Finding that they could not be persuaded to do so, and the life-boat herself being in a perilous situation on the verge of the shoal, with the seas constantly breaking over her, she returned to the shore without them, and got into Lowestoft harbour.

At daybreak another crew from Pakefield manned the life-boat, and succeeded in reaching the vessel, when the crew, somewhat sobered, were glad to avail themselves of this second effort to save them, and were brought safe to land. She turned out to be a Norwegian brig, of 180 tons, from Drobeck, in Norway, bound to London.

We need not remind our readers that the proceeding under sail, in a gale of wind, of

a dark night, to windward of an outlying sand at a considerable distance from the shore, is no ordinary undertaking, but is one requiring great skill, courage, and nerve to perform successfully. The Pakefield life-boat is, to be sure, the largest and one of the finest life-boats in the kingdom, and the Pakefield seamen are known as a hardy, adventurous, and skilful race; but it is only with such machinery that so difficult and dangerous a work could be accomplished.

WHITBURN, DURHAM.—On the 15th of November last, in a heavy gale from E.S.E., the coast of Durham was strewn with wrecks, and as many as sixteen vessels were on shore within a short distance of each other in the neighbourhood of Sunderland alone. Eight of these came on shore in Whitburn Bay; and the crews of the whole of them were, with much gallantry and perseverance, taken safely on shore by the Whitburn life-boat, which, to effect the same, made eight distinct trips. The boat was worked by two crews, relieving each other alternately. The following is a list of the vessels, and of the number of men saved from each by the life-boat:—

1. *Jeune Amindée*, lugger, 6 men.
2. *Isabella*, ship, 6.
3. *Improvement*, schooner, 6.
4. *Auckland*, brig, 10.
5. *Equivalent*, brig, 9.
6. *Belmont*, schooner, 7.
7. *Conqueror*, brig, 8.
8. *Star*, schooner, 7.

The whole of these vessels were in ballast, and all drove within a short distance of the shore.

This life-boat had been recently placed in connexion with the National Life-Boat Institution, by whom her crew were paid 10s. per man for each occasion of their going off, making a total of 56*l*.

RHYL, NORTH WALES.—On the 3rd of October last, the Rhyl life-boat saved the crew of a vessel wrecked in that neighbourhood. The boat had to be conveyed a considerable distance along shore on her carriage, and was not got through the surf on the beach without some difficulty. On

reaching the wreck, two men and a boy were found lashed to the rigging, and were conveyed in safety to the land. The name of the vessel we have not been able to ascertain. The Rhyl life-boat is one of those recently transferred from the Shipwrecked Fishermen and Mariners' Society to this Institution.

LYTHAM, LANCASHIRE.—On the same date as the above, the Lytham life-boat rescued the crew, five in number, of the sloop *Isabella* of Ramsay, which vessel was ashore on the Horse-bank. The Southport life-boat had also proceeded to their assistance, but the crew were taken off by the Lytham boat. The sea was breaking quite over the vessel, and her unfortunate crew had, for six hours, been lashed in the weather-rigging. With great difficulty, in consequence of their benumbed and starved condition, they succeeded in getting to the lee-side of the vessel, and thence into the life-boat, which, on account of the heavy sea, could not approach the weather-side. The life-boat is reported to have behaved well, and her crew to be unanimous in her praise. She was thrice overwhelmed in the broken-water, and completely filled, some of her oars being also broken, but the crew manfully kept their position. We think that they are the more entitled to credit, as also are the crew of the Rhyl life-boat, since they are two of the boats which, chiefly through their water-ballast being insufficiently secured, capsized soon after they were placed on their stations, about two years ago, by which accidents several men lost their lives. We think this deserving of note, to the credit of their present crews, for there are many places on the coasts where after life-boats have once upset, the seamen of the localities have withdrawn all confidence in them, and have never again ventured to perform any service in them in a heavy sea.

SERVICES OF ROCKETS AND MORTARS.

TYNEMOUTH, NORTHUMBERLAND.—Many instances have occurred during the past year in which essential service has been rendered

and many lives saved, by the mortar and rocket life apparatus on the coasts, but the particulars have not been reported to us, and we are not therefore enabled to give any connected account of them. The following is one of the most recent, and has accidentally been brought to our notice.

On the 15th November last, in a severe gale from the S.E., three vessels, the *Lively*, the *Kate Robertson*, and the *Napoleon the Third*, were driven on shore together on the Battery rocks, off Tynemouth, on the same spot where the destruction of so many vessels and such serious loss of life occurred in the January preceding. A life-boat was attempted to be conveyed to their assistance from Shields, but, owing to the peculiar position of the vessels, without success. The coastguard, however, under the superintendence of their chief officer, Mr. JOHN MILLER, speedily succeeded in throwing a rocket with line attached over the *Napoleon the Third*, by means of which her crew were quickly brought safely to the shore, amidst the cheers of a large concourse of spectators. The crew of the *Lively* were next brought to land by the same line; and a second rocket having been fired over the *Kate Robertson*, which was the outermost vessel, her crew were also saved from drowning in a similar manner.

It is stated in the local journals, that much praise was due on the above occasion to Mr. MILLER, for the promptitude and skill by which, through the instrumentality of himself and his crew, assisted by other individuals, this service was performed. Mr Alderman BARTLEMAN and Capt. CUNNINGHAM of Tynemouth, are also each reported to have rendered valuable aid by their exertions on the spot.

During the gale above alluded to, of January 4th 1854, Mr. MILLER and the coastguard rendered important services with the rocket apparatus, both by saving life, and, as it happened, property also, in the shape of silver bullion to a large amount, which was secured in the cradle and drawn along the line to the shore. No adequate compensation for saving the silver having been offered by the owners at the time, the case was referred to the High Court of Ad-

miralty, by whom, we are glad to observe, the sum of 30*l.* has been awarded to Mr. MILLER and his crew for their service, and 50*l.* to a seaman named ARMSTRONG, who went on board the vessel, and is reported to have used great exertions in securing the valuable property which was saved.

KEEL LIFE-LINES.

AN expedient has been suggested by Lieut. E. G. BUTLER, R.N., to enable persons upset in a boat to hold on by her until succour reaches them. As it appears to be one of those simple and inexpensive plans which might be universally adopted without inconvenience, and as we think it might often be instrumental to saving life whether in the boat of the fisherman, the merchant vessel, or the man-of-war, we believe we may profitably devote a small portion of our space to an explanation of it.

Lieut. BUTLER proposes to attach a long iron rod to either side of the keel, projecting from it laterally but not below it, and along these rods, at equal distances, to attach knotted lines of small rope each 3 or 4 feet long. By these lines, on a boat being upset keel uppermost, the crew would hold on until the arrival of relief, which might thus frequently be the means of saving life, as it is extremely difficult to hold on by a boat keel uppermost unless the water be perfectly smooth, and in a rough sea almost impossible to do so for any length of time.

By lines of this description, however, an equal number of persons on either side of a boat might support themselves so long as they retained the use of their limbs and their presence of mind.

When the boat was in motion these lines would tow after her in a horizontal direction, and so would not perceptibly impede her way through the water.

Lieut. BUTLER proposes that the rods should be made to take off and on by means of screws and nuts, so that they need only be attached when going afloat in rough weather; as however they would not be in the way, and would even be of service by acting as a light ballast well placed; we think that they should be permanently at-

tached, but that the knotted lines might be taken off and on at pleasure, being always attached on going off in rough or suspicious-looking weather. Double headed eye-bolts, fixed in the keel at the proper distances, would answer the same purpose as the iron rods, but might possibly be more liable to be broken off. Convinced of the utility of Lieut. BUTLER's suggestion, we have no hesitation in recommending the boatmen around our coasts to make trial of it.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

SCRATBY, NORFOLK.—It is with much gratification that we are enabled to inform our readers of a second life-boat being provided in a dangerous locality, through the public spirit, humanity, and enterprise of the coast-boatmen themselves. When the costly character of these boats and their appurtenances is considered, it will be seen that the enterprise is not one of an ordinary character to be undertaken by so poor a class of men, we cannot, therefore, too highly appreciate the conduct of those who have undertaken it.

We gave in our last number a description of a life-boat recently established by the seamen at Hartlepool, and we are now enabled to add that of another provided in the same manner by those at Scratby, near Great Yarmouth, on the Norfolk coast.

Every one acquainted with our Eastern coast is familiar with the dangerous character of the outlying sand-banks on this part of it. The "Barber," "Scroby," "Cross," "Corton," "Holn," "Newcome," and "Barnard" sands, upon which numerous wrecks are constantly occurring and many lives sacrificed, extend in succession for many miles to the northward and southward of Great Yarmouth, at a distance from the shore of from $1\frac{1}{2}$ to 5 miles. As it would be often impossible for boats propelled by oars to reach vessels driven on these sands in the heaviest gales of wind, on account of their distance from the land, the life-boats on that part of the coast are mostly sailing-boats, of a large size and very expensive character.

The boatmen of Scratby, formed into a company, already possessed two of the large luggers common on the Norfolk coast, with which they earned a livelihood by taking off pilots, by rendering assistance to vessels on the sands, recovering lost anchors, &c.; but they were still without the means of affording succour in extreme cases during heavy gales, not being provided, like their brethren at Caister and the contiguous stations, with a life-boat. They determined, however, not to be left behind them, and resolved by their own exertions and from their own resources to supply themselves with one. The result of their enterprising resolution has been, that they now possess a first-class life-boat, which is, we are informed, the envy of all the other boatmen on that part of the coast. She is 40 feet long, lugger-rigged, and has her air-cases, or extra buoyancy, arranged on the same principle as those of the other Norfolk life-boats. She was built by BEECHING and SONS, of North Yarmouth, in the early part of the present year, at a cost, with her sails and other equipments, of 200*l.*, the whole, or nearly the whole of which was, we believe, contributed by the boatmen themselves.

His Royal Highness Prince ALBERT, in order to mark his approval of the enterprise and public spirit of these boatmen, which had been represented to him, has given them permission, at their own request, to name their boat the *Royal Albert*.

We are given to understand that the seamen at Sunderland and at Seaham, emulating the spirit of those at the neighbouring port of Hartlepool, have also determined on supplying themselves with life-boats, and that they have commenced raising contributions with that object. We shall hope to see this novel feature in the cause of "Preservation of Life from Shipwreck" exhibit itself in many other localities.

TYNEMOUTH HAVEN.—A new life-boat has just been built, and stationed at Tyne-mouth Haven by the Shields Life-Boat Association. This boat is constructed on the same design as the Shields life-boats, in which the seamen of that port have so much confidence, and with which they

every year rescue a large number of persons from vessels stranded on the Herd Sand, in attempting to make the harbour. She is a rowing boat, is 28 feet long, and pulls 10 oars. She was built by ANDERSON of North Shields. The three Shields life-boats, two stationed on the south and one on the north side, had been considered sufficient to meet the requirements of the port, but lamentable loss of life occurred last winter, when in the gale of the 4th of January many vessels came on shore together on the north side of the Tyne, and the Shields life-boats failed to reach them in time to save some of the crews. It was therefore determined by the Shields Life-boat Committee to build another, and station her in the small bay on the north shore, called Tynemouth Haven.

HARTLEPOOL.—The West Hartlepool Dock and Harbour Company have stationed another life-boat on their establishment, which, under the direction of their spirited Chairman, RALPH WARD JACKSON, Esq., is every day rising in importance and increasing the trade and mercantile prosperity of the port. This boat is larger than any previously stationed at Hartlepool; she is 40 ft. long, with 11½ ft. beam, and rows 18 oars. She is ballasted with 2½ tons of water, contained in 4 tanks, which are filled and emptied by means of pumps, instead of the ordinary method through open holes in the floor of the boat. She was built by CAMBRIDGE of Hartlepool, and was launched from his premises on the 23rd November last.

The North Hartlepool Life-Boat Association have likewise recently built a new life-boat to replace the old one stationed at the North Sands, which was not considered a suitable one for the locality, and which has been removed to the harbour. This boat is of the same character as most of the older life-boats on the north-east coast. She was built by ROBINSON of Hartlepool.

BOULMER, NORTHUMBERLAND.—A new life-boat, on PEAKE's design, has been stationed at Boulmer by the National Life-

Boat Institution, to replace the one previously stationed there, which was not found suitable for the locality, owing to the flatness of the beach, which required a boat with less draught of water and less depth of keel.

This boat was built by FORRESTD'S of Limehouse; she is 30 ft. long, with 7½ ft. beam, and rows 10 oars. She was conveyed to her station in November last.

BLYTH, NORTHUMBERLAND.—A new life-boat has been built and stationed on the north side of Blyth harbour by the Life-Boat Association at that place. She was built by REDHEAD of Blyth, on the lines of the one at the neighbouring station at Newbiggin, which is on PEAKE's design, and is the property of this Institution. She is 30 ft. long, with 7½ ft. beam. A carriage, on the design of the late Colonel COLQUHOUN, R.A., has been provided for her, and a boat-house of a very commodious and superior character has been built for her reception, at the sole cost of Sir MATTHEW RIDLEY, Bart., who has also presented the site of ground on which it stands.

MIDDLESBORO', RIVER TEES.—A new life-boat has been built, to be stationed at Middlesboro', by the Tees Bay Life-Boat Society. She is on PEAKE's design, and was built by SHEDDAR of Stockton-on-Tees, after a drawing furnished by this Institution, which has, however, to some extent, been deviated from. Her length is 30 ft., with 8 ft. beam. She has not yet been tried, and is awaiting the erection of a boathouse to be placed in on her station. The rising importance and increasing trade of Middlesboro', consequent on the recent discovery and the already extensive working of the vast stratum of iron-stone in the neighbourhood, make it highly necessary that Tees Bay should be well provided with life-boats. We trust that the long-established "Tees Bay Life-Boat Association," of which Hartlepool was formerly only a branch, will not let their now independent neighbour pass them on the road.

ROYAL NATIONAL LIFE-BOAT INSTITUTION,

FOUNDED IN 1824,

For the Preservation of Life from Shipwreck.

Supported by Voluntary Subscriptions.

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HIS ROYAL HIGHNESS THE PRINCE ALBERT, K.G.

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The object of this Institution, as declared in its title, is to rescue wrecked persons around the coasts of the United Kingdom.

The chief means by which it is endeavoured to carry this object into effect are:—

By the establishment of efficient life-boats on the points of the coast most exposed to shipwreck, and the organization and training of crews ready to man the boats at all times, in case of wreck.

By placing mortar and rocket apparatus for effecting communication with stranded vessels, at those stations at which it is likely to be of service.

By granting pecuniary rewards to persons who go off in life-boats, or otherwise assist from the shore in saving life from wreck; and by conferring honorary gold and silver medals for distinguished gallantry in such service.

To enable the Committee effectually to perform this important work, the generous co-operation of the public is earnestly solicited.

The Committee gratefully acknowledge the following additional Contributions:—

	£.	s.	d.		£.	s.	d.
Talbot de Malahide, Lord (Annual)	2	2	0	Moore, Lady, Cobham (Annual)	1	1	0
Armstrong, Henry, Esq., Clifton (3rd don.)	1	1	0	Ricketts, Miss F., Hayling Island (Annual)	1	1	0
Beechey, Rear-Admiral (Annual)	1	1	0	Townsend, C. T., Esq., Ipswich (Don.)	1	1	0
Begbie, G. C., Esq. (Annual)	5	5	0	Walker, Capt., H. C. S., Board of Trade (Annual)	1	1	0
Cator, Rear-Admiral (5th Don.)	2	10	0	Williams, O. J., Esq., Harwich (Annual)	1	1	0
Ditto (Annual)	2	2	0	Wood, Mrs., Eltham, per Capt. Hargood, R.N. (2nd Don.)	10	0	0
Cator, Mrs. (Don.)	2	10	0				
J. E. A., Esq. (Don.)	10	10	0				

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Printed by GEORGE CLOWES, of 57 Russell Square, in the County of Middlesex, at the Printing Office of Messrs. Clowes and Sons, Duke Street, Stamford Street, in the Borough of Lambeth, County of Surrey; and Published by CHARLES KNIGHT, of 90, Fleet Street, in the Parish of St. Bride, in the City of London, Monday, January 1, 1855.