

# THE LIFE - BOAT,

OR

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### THE MERCHANT SHIPPING ACT. (CONCLUSION.)

In our further observations on the Merchant Shipping Act, we come to the consideration of those parts of it which have more immediately to do with the Preservation of Life from, or AFTER Shipwreck, or other casualty at sea. An object which, being identical with that for which this Institution was originally founded, and in the promotion of which it is now earnestly labouring, must meet with the warmest sympathy, not only of its central and its local Committees who are actively engaged in working out its system, but of every supporter of, and well wisher to, the Institution.

These portions of the Act commence at Part IV., entitled "Safety and Prevention of Accidents."

Sections 291 and 292,—Direct, 1st, That no British decked-ship (except ships used solely as steam-tugs and ships engaged in the whale-fishery), and no foreign steam-ship carrying passengers between places in the United Kingdom, shall be allowed to proceed to sea from any port in the United Kingdom, unless provided, according to her tonnage, with boats duly supplied with all requisites for use,\* and not being fewer in number, nor less in their cubic contents, than as specified in a Table annexed to the Act.

2nd. That no ship carrying more than ten passengers shall proceed to sea, unless, in addition to her boats as above required, she be also furnished with a life-boat, or one of her boats be rendered buoyant after the manner of a life-boat.

3rd. That no such ship shall proceed to sea unless provided with two life-buoys.

And further, that all such boats and buoys shall be kept so as to be at all times fit and ready for use: Provided that the enactments with respect to boats and life-buoys herein contained shall not apply in any case in which a certificate has been duly obtained, under the 10th Section of the "Passengers' Act, 1852."

Sections 293 and 294,—Define the amount of penalty to which an owner or master is liable, for neglecting to supply, or to replace, if lost or injured, the boats and buoys as specified; and require the officers of customs to withhold any vessel's clearance or transive unless the same be duly provided.

We regard the subject of these clauses to be one of the most important of the whole Act, and at the same time we are bound to state our conscientious opinion that they are still very far from meeting the requirements of the case. When they are, as at a future period they most certainly will be, raised up to the standard which the public safety demands, and which every Englishman, whether a passenger or seaman, has therefore a right to expect, they will form the crowning pinnacle of this portion of the Act.

We have little need to do more than refer to the most recent wrecks of passenger vessels, to make apparent to all the inadequacy of the existing arrangements for providing boat accommodation in the event of accident at sea.

The cases of the *Forerunner*, the *Arctic*, and others, and lastly of the *John*, wrecked on the Manacle Rocks off Falmouth, so late as the 3rd of May last, each bear irresistible testimony to the lamentable, and, we must add, the discreditable fact.

In commenting on this portion of the

Act, we will, in the first place, state our opinion that this clause should be made applicable to every vessel above the size of an open boat, which sails under the British flag. That there should be no exemptions from it. That the protection of life should be afforded to every person, whether seaman or passenger, who risks it in a British vessel, whether her human cargo be many or few. And further, that the duty of affording this protection should devolve on one department of the Government alone, responsible to the country for its effectual fulfilment; that it is of too important a nature to admit of a divided authority; and that the poor emigrant, with his wife and children, wending their way to the antipodes from their native land, together with the hardy seaman in our coasting trade, should be alike the sacred charge of this one authority, to which that of Emigration Commissioners, and of "Passenger Acts," should be subordinate. 2ndly, As regards both the number and character of the boats required to be carried under this Act (*vide* Table S), we consider the provision to be altogether insufficient. Indeed, we are assured by respectable boat-builders, that the boat accommodation, as defined in the table above quoted, is less in amount, for vessels of 600 tons and under, than shipowners have of their own accord been in the habit of placing in them, and that the Board of Trade has been in consequence subjected to ridicule, and to the charge of drawing up this scale without consulting any competent authority on the subject.

An important light in which the question of the "requisite amount of boat accommodation" should be considered, has been too much lost sight of, namely, that any amount, however little, short of that which is sufficient for every person on board a vessel, altogether fails to meet the case, and may occasion the loss of every one on board. For if each person knows individually that there is boat-room for him, he will be ready quietly to await his turn, and to obey the orders of those in command as to which boat he is to embark in, and when he shall get into her; whereas if all know that a few must be left behind, there will be a universal rush, each fearing he may be one of

the ill-fated few—all discipline will be set at defiance—boats will be improperly lowered and swamped one after another, and those on board them be thus deplorably consigned to a watery grave.

We think, then, that every vessel, of whatever size, should be compelled to carry a boat or boats sufficient to carry all on board, so far fitted as life-boats, as that they should be able to encounter a heavy sea, and should not founder or altogether swamp if upset or submerged by a wave. There is no difficulty in the way of this; the waste space in every boat, which is turned to no other account, may at a trifling expense be converted into the extra-buoyant power which will effect it. And are not the lives of human beings, created for the enjoyment of existence and the benefit of the community at large, to be balanced against the expenditure of a few pounds, shillings, and pence, which, if knowingly withheld from such a peremptory duty, or even begrudged by their possessor, can prove nothing else than a curse to him?

As regards emigrant ships and all vessels expressly fitted up as passenger-ships, whose trade is in human beings, and whose profits, as it were, are coined out of them, they should be required, under the heaviest penalties, to be provided with the most perfect description of life-boats equivalent to the full number of persons they are entitled to carry. And here, again, there is no difficulty, although it is generally supposed there is, for a life-boat is now in existence which we feel persuaded would not only carry a full cargo of passengers in safety across the ocean, in the heaviest gale of wind, if need were, but which possesses the indispensable requisite of compressing or folding into a comparatively small compass when not in use, by which means a sufficient number of such boats could be carried in any passenger-ship without difficulty, or even inconvenience. We allude to the Collapsible Life-boat invented by the Rev. E. L. BERTHON, a description of which is given in No. 10 of this Journal.

Even looking on this subject in a mere commercial point of view, we arrive at the same conclusion. If a merchant embarks

his property, or sends forth his ship to encounter the hazards of a voyage across the ocean, he does not do so without providing the best means at his command to prevent its destruction, unless, as we fear is sometimes the case, being insured against personal loss, he is indifferent to its safety, and heeds not, so that others pay.

And if his cargo consist of human beings, whose lives he cannot insure, though he has received their passage-money, and so secured himself from loss, shall not they be deemed as worthy of protection as bales of goods? The mind of every one which has not become seared by the lust of gain must shrink from the belief that such unnatural, such inhuman conduct is possible; but, alas! we cannot, like the ostrich, which buries its head in the sand and thinks the evil it dreads has vanished—we cannot, like it, shut our eyes to facts and believe that they do not exist.

We do, however, trust and believe that the time is not distant when all temptation to the practice of such crimes shall cease to be, and when the law shall so define and enforce the exact amount and character of the security to life at sea, that all responsibility on the subject shall be withdrawn from those whose pecuniary interests lie in such a direction as to unfit them for the exercise of it.

Under the head of "life-boats" we will only further add, that we believe it to be most essential, in order to prevent the clause which provides for them becoming an absolute nullity, that the exact character and mode of fitting of every class of life-boat shall be so clearly defined that there may be no evading it, and that the rubbish at present often denominated ships' life-boats may soon be banished from the decks and sides of our merchant vessels, to which they are now only a disgrace.

Section 293, clause 3,—Requires all the boats prescribed by the Act to be kept, at all times, fit and ready for use. As regards this clause we also believe that it will be found indispensable, as a security against evasion and neglect, to define in detail the place where each boat shall be stowed or hoisted up; the manner in which she shall

be so, and the description of tackles or other purchases by which she shall be hoisted up, lowered, and secured; the number of oars and the other gear which shall be supplied to and kept within her; and (in passenger ships) the number of persons which she is constructed to carry painted in legible characters upon her, &c. Without some such precautionary measures we shall no doubt, again and again, as heretofore, be shocked by accounts of boats swamping or going adrift through the premature letting go or fouling of tackles, through overloading, want of oars or thowel-pins or plugs, &c.; and the customary and melancholy loss of life which on such occasions befalls those unfortunate beings who have placed their trust in them.

On the 3rd clause of section 292, which enacts that every ship carrying more than ten passengers shall be provided with two life-buoys, we would observe—firstly, that it appears to us incomprehensible why the crew of a vessel or any number of passengers, under that of ten, should not be entitled to the protection of a life-buoy as well as any greater number. Only one person at a time could avail himself of the use of a life-buoy, to be effectually supported by it, and one passenger out of ten only would be liable to fall overboard as well as one of a greater number. But the seamen themselves, from being employed aloft, are far more likely, by missing their footing, or their hold, to fall overboard than any passengers are, and sailors' lives are of value as well as passengers' lives.

The best description of cork life-buoy may be had for the small sum of 12s. or 14s.; the expense, therefore, if money is to be pitted against life, can be no obstacle to the supply of a life-buoy to every vessel. We consider, then, that no vessel should be allowed to go to sea without one; and as regards passenger ships, we think, as we have stated in a former number of this Journal, that by the adoption of Thompson's life-seats, or other ordinary useful articles fitted, on an emergency, to perform the office of life-buoys, every passenger and other person aboard might be provided with one of these useful articles in the event of accident happening to his ship, which

might, in very many instances, be thus the means of saving life. In the case of merchant vessels in our coasting trade, whose crews are comparatively small in number, and which, especially in the winter months, are constantly exposed to danger, we think that not only a life-buoy should be provided by the owner of the vessel, but that she should be furnished with a good cork life-belt for the master and each man of the crew. The expense of the whole would seldom exceed 4*l.* or 5*l.*, they would last for many years, and they might often be the means of saving the lives of the poor fellows who earn for their owners hundreds and thousands of pounds.

Part VIII,—Relates to wrecks, casualties, and salvage. Sections 432 to 438—Provide for inquiry into the causes of the loss of, or material damage to, or abandonment of, any ship, and of the loss of life in cases of wreck or other casualty; and authorize the inspecting officers of Coastguard and the principal officers of Customs, when such casualty takes place on the coasts of the United Kingdom, to hold an inquiry and examine witnesses on oath relative to the same; and provide for the more formal investigation, when necessary, by two justices of the peace or a stipendiary magistrate.

The advantage of these provisions, as regards the preservation of life, is too evident to need much comment. How many evils exist solely because they are concealed from view, but which are dissipated so soon as the broad daylight of inquiry has laid them bare! As the damp and murky vapours of the night flee before the purifying influence of the morning sun, so men, who have no high sense of moral responsibility or of honour to restrain them, are yet often unable to bear the reproaches of their fellow-men. It can surely, therefore, only be necessary to proclaim that men's lives may no longer, without odium, be sacrificed at the shrines of avarice and cupidity, which begrudge the cost of saving them, in order to wipe out for ever such a blot on our national history and character.

Section 439,—Gives the Board of Trade the general superintendence of all matters

relating to wreck, and empowers it to appoint any person it may think fit to be a "Receiver of Wreck."

Section 441,—Gives the "Receiver of Wreck" the chief command and authority over all persons present at any scene of wreck, and authorizes him to assign to each person such duties as he may think fit.

Sections 442 to 457,—Define the various duties and powers of "Receivers."

As regards the first of the Sections above quoted, it will be an indisputable advantage to place all matters relating to wreck and loss of life resulting therefrom under one central authority, with undivided powers and undivided responsibility. Division of labour in detail, systematically ordered by one presiding head, can do wonders; but the fruit of divided authority will generally be blighted and stunted in its growth by disunion, tergiversation, and infirmity of purpose. Suppose that one of the monstrosities of our nursery lore had a real existence, and that the human body possessed all its limbs and other inferior organs as now, but that the government of that truly wonderful structure were committed to two or more heads; what can we suppose would be the result, but that the greater part of the life of the unhappy being would be wasted by division of counsel and division of rule?—that the perplexed nerves, those now ready messengers of the brain, as they were swayed and moved by the one head or the other, would harass the still more perplexed muscles and limbs with conflicting and contradictory movements, until the body, weary and worn out by labour without result,—ever in doubt whether to be still or to move, or whither to go or what to do,—would fall prematurely to decay without having fulfilled any of the objects or duties, for the performance of which sentient and reasoning creatures are by their Divine Originator brought into existence. So, according to a universal principle, will it ever be in great things or in small, whether in the government of a single household, a corporate body, a department of the state, or a nation.

As regards the appointment of Receivers of Wreck, and the investment of the chief

authority in them on occasions of wreck ; on the same principles which we have above illustrated, such an office is very necessary. We will only remark on it, that inasmuch as the duties of the Receiver, especially where risk of life is concerned, are most important, his responsibility very great, and his authority of an arbitrary and paramount character, it behoves those in whom the appointment is vested to be most careful in the selection of the individuals whom they call on to fill it. It happens, for instance, that many of the late Receivers of Admiralty Droits, now Receivers of Wreck under the Board of Trade, are tradesmen and others, unacquainted with seamanship and unconversant with naval affairs, and therefore incapable of knowing the proper course to be taken to preserve a wrecked vessel from total loss, or to save her crew from drowning ; or how to perform those services at a *minimum* risk of life to those who undertake them ; yet on the occurrence of a wreck, the "Receiver" is empowered to take the chief command ; and that often on occasions when the salvation or loss of many lives may entirely depend on the manner in which the service is attempted to be performed, although the Inspecting Commander of Coastguard, who is a Commander in the Royal Navy, or the chief officer of Coastguard, who is generally a lieutenant in the Navy, are either or both of them present with the men under their command ; and who, as a necessary consequence of their experience in their profession of seamen, must, in the majority of cases, be the fittest persons to take the chief command in directing the practical measures to be taken.

Such a rule must, most certainly, operate as an inducement to officers in the Coastguard service to find that their duties keep them elsewhere, rather than to hurry to the scene of a wreck, where, in a subordinate capacity, they might have to share the responsibility and the odium of sacrificing men's lives by the adoption of impracticable or ill-considered efforts to save them.

This is a point which will no doubt receive due attention from the Board of Trade. We will, however, state our opinion that it will be expedient either to make it impera-

tive that the Receiver of Wreck shall be a seaman by profession, and therefore having a knowledge of seamanship, and being conversant with maritime affairs ; or else, that whilst he continues to be the legal representative of the Board of Trade, and takes general charge and cognizance of wrecks and all pertaining to them as is now the case ; the senior officer of the Coastguard, if any of that corps are present, shall nevertheless have the exclusive authority over his own men, and shall have the chief direction of all efforts to save life or property, except, in the case of the latter, the owner of it, or his agent, shall be present, and shall not think proper to avail himself of the services of the Coastguard in saving it ; and except, as regards the saving of life, that service be performed by a life-boat, when he shall not then interfere, further than by offering his advice or services, with the management or direction of the life-boat, which is usually the property of this Institution or some other Association, having its own organization for its management, and by the coxswain and crew of which it will in general be best understood.

Section 458,—Provides that a "reasonable amount" of salvage shall be paid by the owners of any ship or boat, for "saving the lives of the persons belonging to such ship or boat." And Section 459,—Further provides that salvage for the preservation of life or lives shall be payable by the owners of the ship or boat to which they belonged, *in priority* to all other claims for salvage ; and where the said ship or boat shall have been totally destroyed, or its value, after payment of necessary expenses, is insufficient, authorizes the Board of Trade to award the salvors out of the Mercantile Marine Fund.

We hail the clauses of this last Section as a great boon to seamen and all other persons who adventure their lives on shipboard.

The substance of section 458 was contained in the former Wreck and Salvage Act, but it was not sufficiently defined and was not acted on. The 459th section, however, which enacts that salvage for life shall be paid in *priority* of salvage for property, now leaves no room for doubt in the matter,

and it will, we may feel sure, be generally acted on. The advantages resulting from it will be twofold. In the first place, although it cannot give any man an equivalent for serious risk of his life, which is not to be weighed in the same balance with gold and silver, yet it will give him encouragement and some certain compensation, which previously he did not receive. 2ndly. It establishes a principle in law which has hitherto only existed in equity, and which shipowners have never yet recognized, namely, that it is the duty of every shipowner, who employs a seaman or conveys a passenger, to take every precaution to secure their lives; and it accordingly holds him answerable for doing so.

Part IX,—Defines and regulates the liabilities of shipowners.

Section 504,—Enacts that no shipowner shall be liable to damages beyond the value of his ship, for loss of life or personal injury to any person on board the same, either from the improper navigation of such ship or other cause; or for loss of life or personal injury occasioned by the improper navigation of his ship to any person on board any other ship or boat,—provided such loss of life, &c., occurred without his actual fault or privity.

Section 510,—Enacts that the damages payable in each case of death or injury shall be assessed at 30*l*. That damages found due shall be the first charge on the aggregate amount to which the owner is liable, and shall be paid in priority of all other claims. And that in cases of death the several amounts granted as damages shall be paid to the husband, wife, parent, or child of the deceased in such manner as the Board of Trade thinks fit.

For the perusal of this section at length we must refer to the 14th Number of this Journal, or to the Merchant Shipping Act itself, as our space only allows us to give here the substance of it.

Although the chief effect of this section, as of some others we have quoted, will be to prevent future wrecks, by making it the interest of the shipowner to prevent them, yet we have included them in this division

of our treatise, since their immediate action only takes place on the occurrence of wreck, &c.

It may at first sight appear unjust that a shipowner should be held liable, *to the extent of the value of his ship and other property on board her which is saved*, although the loss of life has occurred without his actual fault or privity. Yet, when we consider the utter insufficiency of all past legislation on the subject to protect the lives of the seamen and passengers on board our ships—when we remember that in consequence of the almost universal practice of marine insurance, the shipowner has so frequently no personal pecuniary interest in affording that protection—when we bethink us of the inestimable value of life as compared with money—when we have disclosed to us, by the melancholy details of our wreck registers, the fact that the annual loss of life by shipwreck on our own shores is an increasing, and not a diminishing quantity, can we hesitate to feel satisfied that some such stringent legislation has become indispensable; and that even if it should occasionally press hardly on an individual shipowner, it is better that it should be so than that numberless valuable lives should perish in every gale to which our ill-built, ill-found, ill-manned, or ill-commanded ships are exposed, and that our country and the class of our shipowners in particular should bear the deserved odium of suffering such a state of things to continue?

There remains now but one portion of the Merchant Shipping Act, connected with saving life from shipwreck, which we propose to notice, and although that portion occurs in a prior part of the Act to others which we have commented on, we have reserved it to the last, as the subject of it is distinct from that of any other part, and stands quite by itself as respects this Institution, with the welfare of which it will for the future be intimately bound up. We allude to the fifth paragraph of Section 418, in the VIIth part of the Act, respecting the “*Mercantile Marine Fund*,” which makes it chargeable with “*such expenses for establishing and maintaining on the coasts of the United Kingdom proper life-boats, with the*

necessary crews and equipments, and for affording assistance towards the preservation of life and property in cases of shipwreck and distress at sea, and for rewarding the preservation of life in such cases as the Board of Trade directs."

As regards the principle according to which, and the manner in which, the Board of Trade propose to carry out the intention of this clause of the Act, we will briefly observe—

1st, With respect to the principle, that the Board proposes to add to, and encourage, the efforts hitherto made by individuals and Societies, and not to stultify or supersede them.

2ndly, As respects the manner. That the Board will pay, or repay, according to a fixed scale, the following expenses, viz., the salaries of coxswains' superintendents to have charge of the life-boats—the payment of crews for periodical exercise of the life-boats—the payment of life-boats' crews for rendering assistance to wrecked vessels and saving the lives of their crews—and, lastly, the payment, when necessary, of persons to assist in launching, and of horses to transport life-boats, on occasions of wreck or of exercise. The joint working of this system by a department of the Government and by private associations remains yet to be tested by experience; we can only as yet express our conviction that it is capable of being successfully done, and if so, that it will be productive of the happiest and most honourable results to the nation at large, as well as to all those who are personally interested in it or employed in carrying it out.

In order to obtain further information as to the proposed working out of the scheme, we beg to refer our readers to a circular letter of the Board, addressed to Life-boat Associations, which will be found at page 161 (No. 14) of this Journal; to the last Annual Report of this Institution (No. 16, pp. 25 and 26 of this Journal); and to a circular letter recently addressed to the local Branches of this Institution by its General Committee of Management, which will be found on the next page.

We have now brought our comments on the Act to a close; and although we have

expressed without reserve our opinion of the shortcoming and inadequacy of some portions of it, we unhesitatingly state that it is the longest step in advance which has ever been made in the same direction—that probably more could not have been done at present—and that by the preservation of property, and, above all, of human lives, of which it will be the cause and instrument, it will through future ages be productive of incalculable benefits alike to this nation and to innumerable individuals.

We conceive, then, that the author and introducer of the "Merchant Shipping Act of 1854," EDWARD CARDWELL, Esq., M.P., late President of the Board of Trade, is entitled to the thanks of his country, and, above all, to the gratitude of the seamen of his country. Thanks, and gratitude, and honour, and fame, must, however, possess but secondary value in the estimation of any one to whom God has granted the rare privilege of being a benefactor to his race—of being one of His instruments in advancing the welfare and happiness of mankind—his chief and enduring reward, even in this world, will arise from the quiet contemplation and grateful acknowledgment that will be frequently awakened in his own breast of the good which he has been permitted to do.

#### HARBOUR LIFE-BOATS AND THE LIFE-PRESERVING APPARATUS.

WE are desirous of calling the attention of Commissioners of harbours, docks, and piers to the following clauses of an Act of Parliament, relative to the providing of life-boats and the life-preserving apparatus by the undertakers of such works. Considering the great importance of the subject and the dreadful consequences that not unfrequently result from not being sufficiently prepared with means for saving life at such places, we trust that their trustees will manifest a laudable desire to comply with these salutary clauses, and thus avoid a repetition of such scenes as have sometimes been witnessed; and we would also earnestly impress on them the heavy responsibility which they incur either by an evasion of the Act of Par-

liament in this matter, or by an only apparent compliance with the same by retaining in their service life-boats and apparatus of an imperfect and inefficient character.

HARBOURS, DOCKS, AND PIERS CLAUSES  
ACT. (10 Vict., cap. 27.)

“ And with respect to life-boats be it enacted as follows :—

“ *Section 16. Life-boats, &c. to be provided by Undertakers.*—Unless it be provided by the special Act that the undertakers need not provide life-boats, the undertakers, before they shall be entitled to take any rates in respect of the harbour, dock, or pier, shall provide, and always thereafter maintain, in good repair, an efficient and well-appointed life-boat, a Manby's mortar, and a sufficient supply of Carte's rockets, or such other mortar and rockets as the Lords of the Admiralty, by writing under the hand of the Secretary of the Admiralty, shall approve of, with all necessary tackle, and a competent crew and proper persons for the effectual working thereof, for the assistance and succour of vessels in distress; and the undertakers shall cause such life-boat, mortars, and rockets, to be stationed at, or upon, the most advanced works of the harbour, dock, or pier, or such other place as the Lords of the Admiralty shall approve of as aforesaid, and to be used on all necessary occasions.

“ *Section 17. Penalty for not providing Life-boat, &c.*—The undertakers shall be liable to a penalty not exceeding two pounds for every twenty-four hours during which the said life-boat, mortar, and rockets, or any of them, or the tackle belonging thereto, shall not be provided or maintained and stationed as aforesaid.”

PRESERVATION OF LIFE FROM  
SHIPWRECK.

THE following is a copy of a Circular which has been addressed by the Royal National Life-boat Institution to the local Committees of its several Life-boat Branches on the coasts of the United Kingdom. The Circular explains at length the nature of the arrangement which has been entered into between the Institution and the Board of

Trade. We are glad to be able to state that the Institution has received a promise of cordial co-operation on the part of most of its Life-boat Branches in carrying out the proposed scheme, which cannot fail to be productive of the happiest results to the good cause which both parent and branch institutions are desirous to promote :—

“ *Royal National Life-Boat Institution,*  
14, John Street, Adelphi,  
“ SIR, London, 14th Feb. 1855.

“ THE Lords of the Committee of Privy Council for Trade having, in virtue of the ‘ Merchant Shipping Act 1854,’ made arrangements to devote a portion of the Mercantile Marine Fund annually towards preserving lives from Shipwreck, which arrangements are to take effect from the 1st of January last: and certain further arrangements having been made between the Board of Trade and the Committee of Management of this Institution, with a view to define and regulate the manner in which, and the extent to which, the Board will come forward to the assistance of the Institution, it has become necessary that the Committee should inform its several branches on the coasts, of the character of the said arrangements, in order to secure their immediate co-operation in effectually carrying into execution the benevolent intentions of the Government, and in promoting the efficient working of this Institution with that Board.

“ Such is accordingly the object of the present communication, which the Committee have to request you will bring to the early notice of the Committee of the branch of this Society.

“ In the first place, the Committee wish to impress on their supporters at the fact, that it is the desire of the Board of Trade to stimulate and encourage local exertions in this humane cause, by adding its pecuniary aid to perfect the machinery already in existence, rather than to supersede the same; and that accordingly, not only will the assistance of the Board be conditional on local exertions being made, but the Board may see fit at a future time to withdraw its assistance to the cause altogether, if it shall be found to have a con-



trary effect to that which the Board had been led to anticipate.

"The Committee therefore feel that they must look for your continued exertions to procure local contributions, and to excite a local interest in your life-boat; and they, on their part, undertake to co-operate heartily with you, to the extent of their ability, in the endeavour to make your establishment as complete and perfect as is possible.

"The *manner* in which the Board of Trade have consented to assist the Institution, is as follows, *viz.*, they have agreed to be responsible for a limited sum, which is at present fixed at two thousand pounds for the current year, in aid of such sums as the Institution may have expended in—

"1. Awards and payments of the crews of its life-boats, or others, for saving, or endeavouring to save life, according to the undermentioned scale.

"2. Payments to its life-boats' crews, for a quarterly exercise and trial of their boats.

"3. The salaries of the coxswains of its life-boats.

"4. The hire of horses, steam-tugs, or other means (when necessary), for transporting life-boats to the locality of the wrecks.

"5. The payment (where absolutely necessary) of persons for assisting to launch and haul-up life-boats on occasions of service or exercise.

"The *scale of amount*, according to which the above payments will in future be made, is as follows:—

"1. To the crews of life-boats, on every occasion of their saving lives from a wreck, or using every endeavour to do so:—In the day-time, 10s. each man. In the night, 1l. each man.

"On occasions by day or night, when they have performed a service of an *extra-ordinary* character—where risk has been unusually great—where great courage, perseverance, energy, and skill have been displayed—or where the service has been of a prolonged character, and the boat's crew have

suffered proportional exposure, privation, and fatigue, from 1l. to 2l. each man, on the express recommendation of the Local Committee to this Institution.

"To boatmen performing similar services in their own boats, the scale of remuneration will be proportionate to the character of the service performed, the risk of life incurred, and the damage, if any, to their own property, on the recommendation of this Committee.

"2. To the crews of life-boats for exercising in their boats *once during* each quarter:—If in moderate weather, and not much sea, 3s. each man. If in rough weather and heavy sea, 5s. each man.

"3. To the coxswains or masters of life-boats, for taking charge of the boats and stores, and seeing to their constant fitness and readiness for service, a salary of 8l. per annum.

"4 and 5. For the hire of horses, steam-tugs, &c., to transport, and to persons for assisting to launch and haul-up the boats, a fair remuneration proportionate to the extent of the service performed, on the recommendation of the Local Committee.

NOTE.—The following is the clause in the "Merchant Shipping Act 1854," which gives claim on the owner for saving the lives of the crew of his vessel. In cases where such claims are substantiated, the Board of Trade will not repay the remuneration to the salvors if the claim on the owner is waived. In all such cases, therefore, the claim must, in the first instance, be made on the owner by the salvors.

"Section 458. Salvage in respect of the preservation of the life or lives of any person or persons belonging to any such ship or boat as aforesaid shall be payable by the owners of the ship or boat in priority to all other claims for salvage; and in cases where such ship or boat is destroyed, or where the value thereof is insufficient, after payment of the actual expenses incurred, to pay the amount of salvage due in respect of any life or lives, the Board of Trade may in its discretion award to the salvors of such life or lives, out of the Mercantile Marine Fund, such sum or sums as it deems fit, in whole or part satisfaction of any amount of salvage so left unpaid in respect of such life or lives."—*Merchant Shipping Act 1854.*

“The stipulations made by the Board of Trade in affording this important assistance are, that the principal officer of Coastguard or Customs, or some official representative of the Board of Trade in the neighbourhood, shall be a member of the local Committee managing the Life-boat Establishment;—that all applications for repayment shall be countersigned by him, in attestation of the correctness and propriety of the claim; that the life-boat, boat-house, and carriage shall be provided and maintained, and the whole establishment shall be kept up in working and efficient condition in constant readiness for service, and that it shall be open to the occasional inspection of an officer from the Board of Trade to ascertain that it is so.

“The Committee will offer a few remarks on the above heads:—

“1st. The scale of payment for services in saving life is greater than has ever before been paid, and is calculated to give every encouragement to seamen who engage in such an honourable and humane, yet often perilous service. They conceive that the chief point in connection with it, which will call for the attention of the local Committees, will be to exercise a careful and wise discretion in recommending the higher awards for extraordinary services, taking care never to do so but for those of a really distinguished character.

“2nd. The quarterly exercise of the life-boat should never be omitted. If, as may happen in the summer months, rough weather does not occur, the crew may still with advantage be exercised in rowing together, and the sound and tight condition of the boat herself, and the perfectness of her gear and fittings, be ascertained; and if, from any cause, the greater part of her ordinary crew are absent, she had, nevertheless, better be taken afloat by any other of the seamen of the port who may be obtained, but always, if possible, in charge of the permanent coxswain of the boat.

“3rd. The salary of the coxswains is double that which has been previously paid by this Institution. In return, it will be expected that they shall devote the more time and attention to preserving the boats and their appurtenances under their care in a

constant state of efficiency, and ready for instant service.

“4th and 5th. With regard to the hire of horses or steam-tugs, and the payment of persons to assist in launching and hauling-up life-boats, the attention of the local Committees will here also be chiefly required to check undue charges, and to avoid incurring such expenses except when necessary. It is thought also that they may do much good by endeavouring at all times to encourage public spirit and other disinterested motives in those who are called upon to assist on such occasions, and as far as possible to divest such services of a mercenary character.

“On this new footing of the Society, by which it will be relieved, to a certain extent, of the expenses for rewards, wages, horse-hire, steam-tugs, and salaries of coxswains, &c., it will be evident that a large annual sum hitherto applied to those purposes will be available (so long as adequate voluntary contributions can be obtained) towards the support and increase of the number of life-boats on the coasts—the replacing of those which are worn out, and the increase of the efficiency, by improvements in their equipments and other means, of those already in existence—and towards granting medals, and other honorary rewards. The manner in which the Committee think this end will be best effected, and according to which the monetary arrangements between the Institution and its branches had better now be organized, is as follows:—

“That the local Secretary shall, in the month of January of each year, collect all the annual subscriptions; that from that period all payments for exercise and other ordinary services shall be made as they become due, by the local Committee, according to the fixed scale; all rewards and payments for repairs above 5*l.* in amount being first referred for sanction to the General Committee in London; and that a report of all these payments be forwarded before the expiration of each quarter to the Institution.

“In the event of the local collection of funds being found insufficient to defray all the expenses of a local branch, application is to be made to the parent Institution for the deficiency.

“ On the general scheme of a joint working in the cause by this Institution and the Board of Trade, in which the charitable element and that of Governmental aid are combined, the Committee desire to express the opinion, that the happiest results will be the consequence if they secure the cordial aid of their several local branches in carrying out the plan and in maintaining the local interest in the life-boat establishments around the coasts; and that through the increased encouragement to the seamen forming the boats' crews—the improvement in the build of life-boats—their more perfect equipment, and their increased number—together with a perfected system of effecting communication with wrecks by the rocket and mortar apparatus—there will come into existence and action a machinery for saving life from shipwreck more commensurate with the urgent demand for it, and more creditable to this maritime country, than has ever existed in any former period of its history.

“ To their local branches they accordingly appeal for their hearty aid and co-operation in a work in which success cannot but be a source of the purest satisfaction to every individual who has a part in bringing it about.

“ I am, &c.,

“ RICHARD LEWIS, *Secretary.*

“ *To the Honorary Secretary of the  
Branch.*”

#### EMPEROR OF THE FRENCH—HIS REWARDS TO BRITISH SEAMEN FOR SAVING LIFE.

COUNT WALEWSKI, late French Ambassador at the Court of St. James's, has obligingly forwarded to the Royal National Life-Boat Institution the following list of British seamen, to whom the Emperor of the French has, by imperial decrees, granted rewards in testimony of their highly meritorious assistance to the crews of French vessels in distress.

The silver medal of honour of the first class to Captain ROW, master of the brig *Britannia*, for having on the evening of the 31st Oct. last taken on board his vessel,

amidst considerable danger, the crew of the smack *L'Ulysses*, which foundered at sea after having been in collision with another vessel. Also a gratuity to the crew of the *Britannia*, as an indemnification of the expenses incurred by them on the French sailors.

Also a silver medal to FREDERICK SMITH and to DAVID BARNES, of Selsey, in testimony of their services to the crew of the French fishing smack *Le Souverain*, of Havre, which was upset in a heavy squall about 10 miles off the Sussex coast on the 15th July, 1853.

Also a gold medal of the second class to Captain STOREY, of the *Titania*, in appreciation of his gallant conduct to the crew of the ship *L'Elodie Antonie*, which sank between Cette and Brest, on the coast of France, on the 23rd Nov., 1848. The boat of the shipwrecked crew having been dashed to pieces near the *Titania*, Captain STOREY immediately jumped into the sea to their rescue, by which means, aided by his crew, he succeeded in saving 7 persons from a watery grave.

Also a gold medal of the second class to Captain ROBERTSON, of the ship *Warren*, for his prompt and opportune assistance to 8 men belonging to the lugger *Pekin*, of Nantes, on the 31st Dec., 1853. The men were found in an open boat on the high seas, without compass, provisions, or clothes.

Also a gold medal of the second class to Captain YULES, of the brig *Dantzic*, for having received on board his vessel six men, comprising the crew of *La Rose*, which had foundered at sea on the 27th Sept., 1853.

Also a silver medal of the first class to A. N. BOXHALL, coxswain of the life-boat belonging to the Royal National Life-Boat Institution, stationed at Lyme Regis, in testimony of his laudable exertions, in conjunction with those of his crew, when the crew of *La Jeune Rose* were saved by the said life-boat on the 7th Jan., 1854.

Also the thanks of the Emperor of the French to Captain A. A. J. TRISCOTT for his prompt assistance to the ship *Le Lion*, of Bordeaux, which he found in distress between Australia and Calcutta in Feb. 1853.

Also a silver medal of the first class to Mr. JAMES THORPE, in testimony of his laudable services to the crew of *La Française*, which was upset off the mouth of the Humber on the 29th June, 1853.

Also the gold medal of the second class to Mr. HENRY RICHTER, merchant, of Sierra Leone, for his humane conduct on the occasion of the wreck of the ship *L'Industrie*, on the coast of that colony, on the 6th April, 1853.

Also a gold medal of the first class to Captain LAURENCE TULLOCH, of the brig *Acacia*, in acknowledgment of his generous treatment of the crew, consisting of 17 men, of the ship *Robert Surcorf*, who had been compelled to abandon their vessel in a sinking state on the 1st June, 1853. Captain TULLOCH kept them on board his vessel 32 days, and then landed them at Valparaiso.

Also a gold medal of the first class to Captain RENNIE, commander of the H.E.I.C. frigate *Zenobia*, in testimony of his prompt assistance to the ship *La Sylphe*, which was overtaken by a hurricane on the coast of Bengal in the month of June, 1853, and which was on the point of drifting on a reef of rocks, when the frigate opportunely came to her assistance and took her in tow.

#### THE ADMIRALTY REGISTER OF WRECKS FOR 1854.

THE Admiralty Register of the Wrecks that have occurred on the coasts of the United Kingdom during the year 1854 has just been published by order of the House of Commons, accompanied by the Wreck Chart of the British Isles for the same period. We are therefore enabled, in continuation of the series which we have inserted in former numbers of this Journal, now to present them to our readers.

Those who have retained in their memories the number of casualties to ships and of lives lost which these documents have hitherto disclosed, or who now compare them with this last melancholy record of the precious things, the lives and property of men which the insatiable waters have engulfed, within the brief space of twelve months, on our own coasts and neighbour-

ing seas alone, cannot but be impressed by the discouraging fact, that so far from any measures hitherto adopted to abate this annual drain on our wealth and our life's blood having succeeded in diminishing its amount, the loss of life during the year 1854 was greater than in any previous year of which we have any record, amounting, as far as is known, to 1,549 lives, being 560 more than in the previous year; whilst the number of vessels lost was 987, being 155 more than in 1853. The only legitimate deduction, however, from this comparison is, that there is all the greater necessity for increased exertion and additional precautionary measures, both of which must be persevered in until the average loss of life and property on the sea is reduced to the minimum amount attainable by human skill; for to altogether subdue and neutralize the devastating power of that mighty element, when lashed into fury by a storm, is far more than the utmost skill and ingenuity of man can ever hope to attain to, and his failure to do which will probably ever remain an evidence of the finite nature of the powers which in this world are bestowed on him.

In comparing this increased loss of life and property with the efforts that have been made to reduce it, we must remember, that until the passing of the "Merchant Shipping Act 1854," the provisions of which did not come into force until the 1st of May last, no efforts corresponding with the increased trade of this country had been made, as we have ourselves often borne witness to. We trust, however, that the passing of this Act is the first dawn of a new era on us, and if its full effects are not immediately seen, they will soon, and year by year, be more perceptible. In the meantime, let us hope that each in the proper sphere of his own duty, whether it be the Legislature—the shipowner—the shipbuilder—the masters and seamen of ships themselves—the Life-boat Institutions, or the public by whom they are supported, will each put the shoulder to the wheel; and with God's blessing on their endeavours, the average proportionate loss of life and property from shipwreck will, we firmly believe, be in a few years reduced to half what it now is.







**SUMMARY.**

In 1864 the Number of Vessels wrecked on the coasts and in the seas of the United Kingdom was 987.  
 Of these 431 were total wrecks; 53 sunk by collision, making the number totally lost 484.  
 Vessels stranded and damaged so as to require to discharge Cargo 462; by collision 41; total 503, making the whole number of wrecks 987, and the loss of Lives as far as can be ascertained 1549.

	Life-boats	Martyrs and Rescue Stations	in England Scotland Ireland
There are	108	131	
"	7	15	
"	10	22	









The summary appended to the Register is as follows:—

The wrecks on the coasts and in the seas of the *United Kingdom* in the year 1854, were 987, which may be thus classed:—

Totally wrecked . . . . .	431
Totally lost in collision . . . . .	53
Damaged seriously, and had to discharge . . . . .	462
Damaged seriously in collision . . . . .	41

The number of casualties in each month were:—

January . . . . .	258
February . . . . .	94
March . . . . .	60
April . . . . .	50
May . . . . .	23
June . . . . .	44
July . . . . .	26
August . . . . .	35
September . . . . .	30
October . . . . .	131
November . . . . .	127
December . . . . .	109

Total . . . . . 987

Of these, 350 occurred on the east coast of *Great Britain*; 38 on the south coast, and 164 on the west coast; 66 wrecks took place on the coasts of Ireland; 5 were cast on shore at Scilly; 9 at the Channel Islands; 19 at Orkney and Shetland; and 5 at the Isle of Man; the remaining 331 wrecks occurred in the surrounding seas.

Thus the Register for the year 1854 shows an increase of 155 wrecks above those recorded in 1853, but, as compared with the year 1852, it shows a less number by 128.

January was, to the shipping on the British coasts, by far the most disastrous month of this year; continued gales prevailed nearly throughout, causing the loss of 467 lives, and the wreck or damage of 258 vessels. The weather was not, at any period of the rest of the year, so boisterous as to cause, comparatively, any remarkable increase of casualties until October, which, with November, caused the wreck or damage of 258 vessels, exceeding the casualties of the same months in 1853 by 91; the loss of life, however, was not quite so great.

LIVES LOST IN 1854.

The whole loss of lives during the year, as far as has been ascertained, amounts to 1,549.

Of these, 13 were lost in the *Embla*, wrecked near *Blyth* in a snow-storm, on the 7th of January; 290 in the *Tayleur*, wrecked at *Lambay Island* January 21st; 23 in the *W. H. Davies*, wrecked at *Vatersa Island*, in the *Hebrides*, on the 27th January; 16 in the *Charles Jones*, wrecked on a rock off *Esha Ness, Shetland*, January 31st; 10 by starvation, on board the wreck of the *Bona Dea*, which was boarded off *Mizen Head*, and the survivors rescued, February 11th; 11 by the upsetting of the life-boat of the *Liverpool Steam-tug Company*, when trying to save the crew of the *Cherokee*, stranded in a gale in the *West Hoyle*, February 18th; 14 in the *Essex*, lost on the *Scroby Sand*, on the same day; 480 in the *City of Glasgow* steam-ship, missing since the 1st March, on which day she sailed from *Liverpool* for *Philadelphia*; 11 in the *Bonito*, which foundered off the *Start*, in collision with the *Ann Kimball*, in the night of March 24th: 199 in the *Favorite* (of Bremen), which sunk near the same spot, in collision with the *Hasper*, in the night of March 29th; 21 in the *Europa* transport, which was burnt at sea, May 31st; 11 in the fishing-lugger *Happy Return*, lost near the *Dudgeon*, October 18th; 12 in the *Oxefia*, wrecked on *Hasboro' Sand*, November 17th; 23 in the *Mary Graham*, wrecked at *Sunderland*, in the night of November 22nd; 40 in the *Nile* steam-ship, wrecked near *Portreath*, in the night of November 30th; 16 in the *Rovigno*, which sunk near *Hasboro' Sand*, in the night of December 4th; and 14 in the *London*, wrecked on *Burnham Flats*, at night, December 6th. The remainder were lost in smaller numbers, exclusive of many more lost in ships that are missing.

Of the 1,204 lives enumerated above, 210 were lost in two ships, which foundered at sea in collision, a casualty which the Registers show to be greatly on the increase, viz., the collisions in 1852 were 57; in 1853, 77; and in the year 1854, 94 in number. The increase in the loss of lives has, however, been still greater; the Register for 1852 showing a loss of 920 lives; for 1853,

689 lives; and for the year 1854, the deplorable loss of 1,549 lives.

The annexed engraved Wreck Chart graphically points out the site of each one of the above casualties; and who can contemplate the untimely death of so many hundreds of human beings in one short year, without emotion, if he but think of the amount of suffering that they must have caused not only to those who have fallen victims to the stormy elements, but also to their widows and orphans? And who that is able, after looking at such a chart as this, can withhold his helping hand from a Society like that of the Royal National Life-Boat Institution, which is now making the most strenuous exertions, by the establishment of suitable life-boats on exposed points, to lessen this destruction of human life from shipwreck on the coasts of the British Isles?

#### SERVICES OF LIFE-BOATS.

**PORTMADOC.**—On the morning of the 9th of December, 1854, the wind blowing hard from N.N.W. at the time, two large three-masted vessels were observed from Portmadoc to be on shore on the St. Patrick's Causeway, a dangerous shoal of several miles in length, which stretches across the northern part of Cardigan Bay, and on which very many wrecks have occurred, to the destruction of human life and of a vast amount of valuable property.

The Portmadoc life-boat, stationed at Crickieth, was, with much promptitude, launched, and soon on her way to the nearest of the two vessels, which was aground, however, at a distance of ten miles from Crickieth. On reaching the ship, she was found to be the *Pride of the Sea*, of Baltimore, of 1,660 tons burden, laden with cotton, and bound to Liverpool from New Orleans. The crew consisted of 36 officers and men, besides the master. Five of this number had succeeded in landing at Barmouth, seven miles to leeward, in one of the ship's boats, at daylight in the morning. The greater portion of the remainder embarked also in their own boats just as the life-boat arrived alongside, whilst the master

and 4 men were taken on board the life-boat, which then steered for Barmouth harbour, Portmadoc being so far to windward of the wreck. The ship's boats were immediately after taken in tow by a small steamer, which, together with the Barmouth life-boat, had proceeded to the assistance of the wrecked vessels. There was a heavy sea on Barmouth bar, which swamped two of the ship's boats, but the Portmadoc life-boat went easily and securely over it, and conveyed those on board her in safety to the land.

The Portmadoc life-boat is one on Mr. Peake's design, and is one of those which has been recently transferred to this Institution by the Shipwrecked Fishermen and Mariners' Society. She is reported to have behaved very well on the above occasion, and to have secured the confidence of her crew.

The other ship stranded on the causeway proved to be the *Culloden*, of 1,160 tons, also cotton laden, and bound from St. John's, New Brunswick, to Liverpool. Her crew had succeeded in landing at Barmouth in their own boats during the previous night.

**BARMOUTH.**—On the morning of the 9th December, 1854, the Barmouth life-boat, after two fruitless attempts against a strong wind and tide, was taken in tow by a small steamer belonging to that port, and proceeded to the assistance of the two ships above quoted, in connection with the Portmadoc life-boat, the *Pride of the Sea* and the *Culloden*, which had ran aground on St. Patrick's Causeway, seven miles distant, during the previous night. On arriving near the former vessel, it was perceived that the crew had embarked on board their own boats, and in the Portmadoc life-boat, and it was known that the crew of the *Culloden* had previously deserted their vessel. As there was a considerable sea on Barmouth bar, it was deemed desirable that the life-boat should accompany the ships' boats, and the whole were then taken in tow by the steamer. Two of the ships' boats were swamped on crossing the bar, but their crews were saved from drowning through the instrumentality of the Barmouth life-boat, which placed some of them on board

the steamer, and conveyed the remainder in safety to the land.

The life-boat is reported to have behaved extremely well on the occasion. She is the property of the National Life-boat Institution, and is on Mr. Peake's design.

SCRATBY AND CAISTER, NORFOLK.—On the morning of the 30th January, at daylight, a vessel was observed on shore on the Barber Sand, two miles S.E. of Scratby. The wind was blowing strong from E.b.S., and there was a heavy sea on the coast. The seamen's life-boat at Scratby was immediately launched, and proceeded under sail to the wreck, which she reached in time to save one man, another being taken off by the Caister life-boat, which had also come to their assistance. The remainder, 6 or 7 in number, were unfortunately drowned, notwithstanding the efforts of the two boats' crews to save them.

These boats and their crews are said to have behaved extremely well, under very difficult and hazardous circumstances.

RHOSCOLYN, ANGLESEA.—On the 15th of March, 1855, the ship *Southern Cross* ran upon a rock off Rhoscolyn Beacons, and became a total wreck. The whole of her crew, 18 in number, were taken off the rock by the Rhoscolyn life-boat. This service is said to have been conducted with much skill, and accompanied with considerable danger in consequence of a strong cross tide running at the time, and the wind blowing a fresh gale from S.W., which made it extremely difficult for the life-boat to approach the rocks. She made two trips to the rocks, not having sufficient stowage-room to take all on board at one time.

One of the shipwrecked crew, described as a huge man 6 ft. 4 in. high, was much exhausted, and unable to help himself; he was, however, carried on the shoulders of a sturdy fellow of the life-boat's crew, and placed safely in the life-boat, although at much risk to the latter, who was once washed quite off his legs by the tide and sea with his heavy load on his back.

BRIDLINGTON QUAY.—On the 22nd of March, at 3 o'clock in the morning, the

schooner *Albion*, of Weymouth, after anchoring, drove on shore, three-quarters of a mile from Bridlington Quay, during an easterly gale, and a heavy sea running at the time. The life-boat stationed at Bridlington Quay was quickly launched, and succeeded in taking off the crew, consisting of 7 persons, and in landing them in safety.

RAMSGATE.—On the 2nd of May, 1855, at 4 A.M., alarm-guns were heard and signal-rockets observed on board the light-vessels off the Goodwin Sands, in indication of a vessel being on shore or in distress in that dangerous locality.

The Ramsgate life-boat, as usual on such occasions, was most promptly manned and taken in tow by the *Sampson* steam-tug against an adverse wind and tide, with much sea on. At daylight the vessel was observed from the steamer with signals of distress flying, and apparently high and dry on the off part of the sand, the tide being low at the time, and a heavy sea on the face of the sand. After rounding the North Sand head, sail was made on the life-boat, and she slipped from the steamer. On nearing the ship, which proved to be the *Queen of the Teign*, from Antwerp, bound to Liverpool, with a valuable cargo of sugar, bark, and seeds, it was found that there was so little water round her as to make it impossible to take the life-boat alongside.

As soon, however, as the tide began to flow, the life-boat was run on shore amongst the breakers, when the master and 4 of her crew jumped into the surf, and succeeded in wading through it to the ship, although in an exhausted state. The crew of a lugger, which had anchored in smooth water in the swatchway, had also landed from it in their small boat on the lee side of the sand, and got on board her.

As soon as the tide had risen sufficiently to allow the steamer to approach, a line was with some difficulty thrown on board her, and a communication being thus established, she was enabled to lay out an anchor to windward, and subsequently to get her own large tow-rope fast to the vessel, by which means she was hove off from her dangerous position, and taken, in a

leaky state, having 4 feet water in her hold, into Ramsgate Harbour.

This prompt and effectual service rendered by the Ramsgate life-boat, in conjunction with the steam-tug (both of which are the property of the Ramsgate Royal Harbour Commissioners), by which a valuable ship and cargo were saved from destruction, and, together with those on board her, taken into port, is another illustration of the advantage which may be obtained by the joint action of life-boats and steamers in certain localities, a point which has been constantly advocated by the experienced and zealous harbour-master at Ramsgate, Capt. K. B. MARTIN.

It being generally known that this life-boat is the original boat which obtained the Northumberland prize in 1851, and as a cloud hung suspended for a while over boats of that construction, in consequence of accidents which happened to them through the imperfect manner in which they were ballasted, we think that, in justice to their builder, Mr. BEECHING, of North Yarmouth, and to the gentlemen of the Committee who awarded to him the Northumberland prize, we ought to publish the following communication which has been recently received from Captain MARTIN respecting the Ramsgate life-boat. It will be right that we should further observe, that an iron keel and other solid ballast has been substituted in this boat for the water ballast which was at first employed, and that some other improvements have been made in her internal fitting; as also that the other boats which have been built on the same design either have been, or are about to be, similarly altered and improved on.

“Royal Harbour Office, Ramsgate,  
8th June 1855.

“SIR,—The summer having apparently set in, I have taken the earliest opportunity to get the life-boat on her carriage housed, and in process of a thorough overhaul and refit. Everything is out of her, and I think it right that you should know that the air-boxes prepared at FORRESTT’S under your Life-boat Inspector’s direction, have borne the continual soaking through a long winter’s trial admirably; but you cannot impress

too strongly upon all those who have the care of life-boats the great advantage of keeping them up, by cleansing their limbers every opportunity, and coating with paint of a proper consistency the air-boxes, chambers, &c., which may become bare by friction or exposure to the saturation consequent upon the nature of the service in which they are engaged. The Northumberland life-boat well deserved the prize awarded her. She has been severely tried, and there is not a flaw in plank or timber from keel to gunwale.—I have, &c.,

“K. B. MARTIN,  
*Harbour-Master.*

“The Secretary,  
Royal National Life-Boat Institution,  
London.”

#### MEETINGS OF COMMITTEE.

Thursday, 7th Dec., 1854. THOMAS CHAPMAN, Esq., F.R.S., in the Chair.

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

Read letters from the Shipwrecked Fishermen and Mariners’ Royal Benevolent Society of the 30th Nov. and 4th Dec., together with the extracts of Minutes and copies of Resolutions which accompanied them, stating, with other particulars, that at an Extraordinary General Meeting of the Society held on the 29th Nov. it had been unanimously resolved to transfer the Life-boat Establishments and Life-boat Fund of the Society to the Royal National Life-boat Institution. The Committee had also decided to continue to collect the usual threepences from the seamen, subscribers of the Society, towards the Life-boat Fund; and that the money thus collected, after deducting the amount of such rewards as the Society may have given for saving life on the high seas, would be handed over to the National Life-boat Institution at convenient periods.

Resolved—

1. That the best thanks of this Committee be conveyed to the Shipwrecked Fishermen and Mariners’ Society, in acknowledgment of their gift of nine life-boats and

their appurtenances to the National Life-boat Institution; and also for their generous offer to collect, as far as practicable, three-pence a-year, as heretofore, from those members of the Society who are desirous to help the life-boat cause.

2. That the Members of the late Life-boat Committee of the Society be invited to join the Committee of Management of the National Life-boat Institution.

3. That the Inspector of Life-boats be instructed to accompany the officer of the Shipwrecked Fishermen and Mariners' Society, on a tour of inspection of the several Life-boat Establishments transferred by them to the National Life-boat Institution.

Rear-Admiral BEECHEY intimated to the Committee that the Board of Trade did not intend to interfere with the stationing of life-boats on the coast, which would be left, as hitherto, to the benevolence of the public; but that the Board of Trade did purpose to assist in paying the crews of life-boats, and in rewarding parties who exerted themselves in saving life from shipwreck on the coasts. On these latter points, however, the Board of Trade would be glad to have the opinion of the *National Life-boat Institution*, with the view to their concurrently laying down some scale of remuneration for services rendered on such occasions.

Nominated several members of the Committee to form themselves into a Sub-Committee to draw up a report accordingly.

Announced the death, on the 18th Nov. last, of Captain MANBY, F.R.S., the well-known inventor of the mortar apparatus for saving life from shipwreck, which is called after his name.

Resolved—

That the Committee of the Royal National Life-boat Institution, having heard with regret the account of the death of Captain 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 the Mortar Life-preserving Apparatus around our coasts, whereby probably one thousand lives have been saved from a premature death.

A brief memoir of the late gallant Captain

will be found in the *Life-boat Journal*, No. 15, p. 11.

Resolved—

That a 30-feet life-boat on Mr. PEAKE's plan be stationed at Fishguard on the coast of Wales, and that instructions be given to build a house for the boat.

Read letter from Captain AUSTEN, R.N., Inspecting Commander of the Coastguard of the Newcastle district, County Down, stating that the Marquis of DOWNSHIRE had purchased a life-boat from the wreck of the American ship *Charles Thumberstone*, and that his lordship had placed the same under the charge of the Coastguard near Dundrum Bay.—To express to the noble Marquis the satisfaction of the Committee with his liberality.

Decided to move at Christmas next the offices of the Institution to more commodious premises, at No. 14, John-street, Adelphi, nearly opposite those now occupied by the Institution.

Decided also to fit a set of BOYDELL and GLASIER's patent carriage railway plates to the wheels of the Dungeness life-boat carriage.

Reported the sale of 300*l.* from the funded capital of the Institution.

Read the monthly report of the Life-boat Inspector of the life-boats tried and sent to their stations during the past month; and also that of the boat-builders of the state and progress of those now building for the Institution by them.

Voted 90*l.* 7*s.* for rewards—one second service clasp, and the thanks of the Committee as follows:—

1*l.* to chief boatman DAVID KIRK, and 10*s.* to each of his crew of six men, for their services in the Coastguard life-galley, to the crew of the barque *Jupiter*, of Dundee, which was wrecked near Tyrella, during a gale of wind from the south on the 28th Oct. last.

Also 2*l.* 10*s.* to 7 men for their assistance, with a hawser, to some passengers of the barque *Sarah Anne*, which had been deserted by her crew and had come on shore near Ardglass, County Down, on the 28th Oct. last.

Also 13*l.* to the crews of the Deal luggers

*Princess Royal*, and *England's Glory*, for their services to the crew, consisting of 6 men, of the brigantine *Ionia*, of Youghal, which was wrecked on the Goodwin Sands during a S.S.W. gale of wind on the 13th Nov. last.—Also Captain MARTIN to be thanked for his communication respecting the services offered by the Ramsgate life-boat on the occasion.

Also the second service clasp to SAMUEL MOODY, coxswain of the Skegness life-boat, for his services in the boat, in rescuing 11 persons from the brig *Atalanta*, which was wrecked near that place during a dark and windy night on the 18th Oct. last. The life-boat's crew received 2*l.* 2*s.* each from the Lincolnshire Shipwreck Association for the same service. MOODY had on a previous occasion been presented with the medal of the Institution. The life-boat at Sutton, on the same coast, also assisted in saving some of the crew of the *Freedom* which came on shore near that place on the same day.

Also the thanks of the Committee to Mr. ROWE, master of the brig *Britannia*, for the assistance which he and his crew rendered to the crew of the Frenchsloop *L'Ulysses*, which sank, after being in contact with a barque off Cork Sand, near Harwich, on the 31st Oct. last.

A reward of 4*l.* was also granted to eight men for their services in a boat called the *Ocean Galley*, by saving two men belonging to a fishing-boat, which had been capsized during a gale of wind from N.E., on entering Margate on the 17th Nov. last.

Also 1*l.* to two men for their assistance in their boat to 9 persons belonging to the hooker *Kûte*, which had foundered near Westport on the 30th Sept. last.

Also a grant of 15*s.* to a man and boy for their services in their yawl to one of the crew of the sloop *Three Sisters*, which foundered in the Bristol Channel during squally weather on the 24th Nov. last. The man was taken from a small boat, into which he succeeded in jumping when the vessel was sinking; the master unfortunately went down with the sloop.

Also 9*l.* 2*s.* to the crew of the Hartlepool seamen's life-boat, for rescuing on two trips 12 persons, belonging to the ship *Calluria*,

of Sunderland, which was stranded near Hartlepool harbour, during squally weather, on the 23rd Nov. last. This was the second time this life-boat had recently succeeded in saving shipwrecked crews.

Also 56*l.* to the crews of the *Whitburn* life-boat, being 10*s.* per man, for having gone off eight times in the boat to the rescue of the crews, consisting of 59 men, of eight vessels which were stranded near Sunderland during a gale of wind, from E.S.E., on the 15th Nov. last.

Thursday, 4th Jan., 1855. THOMAS CHAPMAN, Esq., F.R.S., in the Chair.

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

Elected such Members of the late Life-Boat Committee of the Shipwrecked Fishermen and Mariners' Society, as had accepted the invitation of the Royal National Life-Boat Institution to join its Committee of Management.

That Society requested some Members of the Committee of this Institution to join their Committee of Management—ADMIRAL CATOR, Captain S. ELLERBY, Elder Brother of the Trinity House, and Captain LAMBERT PERROTT, acceded to the request.

Read and confirmed the Report of the Sub-Committee, appointed to consider the propositions submitted by the Board of Trade to the Institution, and decided that the Report be referred to the Board.

Resolved—

1. That a grant of 10*l.* and a set of life-belts be made in aid of the Sunderland seamen's life-boat.
2. That the life-boat, lately brought back from Boulmer, be repaired and placed at Thorpness, on the coast of Suffolk, in lieu of the one there at present, which was found inefficient.

Reported that the Skerries life-boat and carriage had been carried gratuitously to Liverpool by the London and North Western Railway Company, and that they had thence been taken on the same terms to Dublin, on board one of the steamers belonging to the Dublin Steam Packet Company.—The

thanks of the Committee to be conveyed to both companies.

Reported the safe arrival of the Boulmer and Alnmouth life-boats on their stations.

Read various quarterly reports of the exercise of life-boats.

Decided that the Coastguard Department be requested to favour the Institution with a return of the state and condition of the mortar and rocket apparatus around the coast of the United Kingdom, particularly in respect to the length of the hawser supplied to each station.

Voted the silver medal of the Institution to Lieut. JOACHIM, R.N., chief officer of Coastguard at Lowestoft; and 13*l.* 6*s.* to the crew of the Pakefield life-boat, in testimony of their services to the crew, consisting of 8 men, of the Norwegian brig *Dronningen*, which was wrecked on the Holm Sand on the 7th Oct. last.

Also the thanks of the Committee on vellum to Mr. DAVID SINCLAIR, merchant of Thurso, for his services in a coble to the crew of the galliot *Ariadne*, which was wrecked near Thurso on April 27 last. The crew of the coble were rewarded locally.

Also 2*l.* to two men for rescuing the master and mate of the sloop *Dolphin*, of Cardiff, which sank in the Bristol Channel during a S.W. gale of wind on the 21st Dec. last.

Also 8*l.* 8*s.* to the crew of the Barmouth life-boat; 2*l.* to the crew of a steamer for towing the life-boat off; and 9*l.* 16*s.* to the crew of the Portmadoc life-boat, for their combined services to the crew, consisting of 37 men, of the ship *Pride of the Sea*, which was stranded in St. Patrick's Causeway on the 9th Dec. last.

Thursday, 1st Feb., 1855. THOMAS CHAPMAN, Esq., F.R.S., in the Chair.

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

Read letter from the Board of Trade, of the 18th Jan., expressing the Board's approval of the Resolutions passed by the Committee relative to the arrangements entered into between the Board and the Royal National Life-boat Institution, and

stating that, "with regard to rewards for saving life, the Committee will observe that the 459th section of the Merchant Shipping Act 1854, gives to persons who save life a claim, in the nature of salvage, against the owner of property saved; and further gives to that claim priority over all other claims for salvage. By that section it is also clearly intended, that any person justly entitled to reward for saving life shall first avail himself of the means provided by the Act for enforcing his claim against the owners; and it is therefore only in cases where no property is saved, or where no adequate reward can be obtained at law in the manner pointed out by the Act, that a reward will be given by this Board out of the Mercantile Marine Fund."

Read and approved draft of a circular to be addressed to the local Life-boat Committees in connexion with the Institution, rendered necessary on account of the arrangements entered into between the Board of Trade and the Institution.—*Vide* p. 64 of this number of the *Life-Boat Journal*.

Resolved—

1. That a 32-foot tubular life-boat, on the plan of the Messrs. RICHARDSON, be supplied to Rhyl, in lieu of the life-boat there at present, which was found unsuitable to the locality.

2. That a grant of 10*l.* and a set of life-belts be made, in aid of each of two life-boats proposed to be stationed at Seaham, under the directions respectively of the seamen of the place, and of Mr. ROBERT ANDERSON, agent to the Marchioness of LONDONDERRY.

Instructed the Inspector of Life-boats to examine the Dover life-boat, which the local Committee of that place offered to put under the management of this Institution.

Read and approved the Inspector's report of his visits, in company with the officer of the Shipwrecked Fishermen and Mariners' Society, to the several life-boat stations lately transferred by that Society to this Institution.

Voted the silver medal to WILLIAM and to JOHN LEWIS, of Harwich, and 20*l.* to be divided between them and the crews of their two smacks; and 3*l.* to the crew of the steam-tug *Amazon*, for their services to four

persons on board the *Stanton*, of North Shields, which struck on the Gunfleet Sand on the 16th Dec. last. Attempts were made by several smacks to get the vessel off, but without success. The smack *Aurora's Increase* then took off her crew, with the exception of an apprentice boy, and 3 men belonging to another smack; the next day the smacks *Tryall* and *Aurora's Increase* endeavoured to rescue these people, but in vain; and it was not till the 18th Dec. that they succeeded in doing so, which was accomplished by the assistance of the steam-tug *Amazon*. In effecting this, one of the smack's boats was stove, and the paddle-box boat belonging to Her Majesty's steamer *Driver*, which the steam-tug had in tow, was lost.

Also 10*l.* in aid of local subscriptions, collecting locally to reward the crews of 4 boats for their services to the crews, consisting of 11 men, of the schooners *Swift* and *Concord*, which foundered in a gale of wind from the north, near St. Ives' pier, on the 20th Dec. last.

Also 2*l.* to MICHAEL ROGERS, and 9*l.* to 9 other men, for their services with a hawser, to the crew, consisting of 18 men, of the ship *Marchioness of Clydesdale*, which was wrecked during a gale of wind from the west on Arranmore Island, County Donegal, on the 21st Dec. last.

Also 9*l.* to the crew, consisting of 18 men, of the *Scraby* life-boat for their services in their boat to one of the crew of the brig *Stranger*, of Shields, which struck while blowing strong on the Barber Sand, off Caistor, on the 30th Jan. last.—Another man was saved by the Caistor life-boat, but unfortunately seven of the wreck's crew perished on the occasion.

Thursday, 1st March, 1855. THOMAS BARING, Esq., M.P., V.P., in the Chair.

Elected Captain JOHN TOWNSEND, R.N., M.P. a Member of the Committee of Management of the Royal National Life-boat Institution.

Read letter from the Board of Trade respecting printed circulars (copies of which were enclosed) which the Board had ad-

ressed to Life-boat Committees throughout Great Britain.

Read and approved the report of Captain LAMBERT PERROTT and the Inspector of Life-boats, on a set of harness to be used by horses drawing life-boat carriages, which, with the permission of the Board of Ordnance, had been fitted under the superintendence of Colonel TULLOH, R.A., at the Royal Arsenal, Woolwich.—The thanks of the Committee to be expressed to Colonel TULLOH and to Captain PERROTT.

Read letters from various life-boat branches of the Institution, acceding to the terms laid down in the printed circular of the Institution (*vide* p. 64.), and promising their co-operation to carry the same into effect.

Read letter from the Shipwrecked Fishermen and Mariners' Society, transmitting a copy of the Report of Lieut. SYMONS, R.N., who recently accompanied Captain WARD, R.N., Life-boat Inspector, on his tour of inspection of the life-boats formerly belonging to that Society.

Also from the same Society, transmitting various documents from their honorary agent at Ayr, respecting the necessity of a life-boat at that place, which the Society strongly recommended to the attention of this Institution.—Decided that the usual life-boat papers, preparatory to the placing of a life-boat, be forwarded to Ayr.

Decided that the officers of the Institution be instructed to make the necessary arrangements for transmitting models of life-boats, life-boat carriage, &c., to the Paris Universal Exhibition.

Voted 75*l.* 5*s.* and four silver medals as rewards for saving life, as follows:—

Voted 2*l.* 15*s.* to 11 men for their services in their boats to 4 men who belonged to a fishing-boat which was swamped near Donegal during boisterous weather on the 13th Dec. last.

Also the silver medal to WILLIAM NEWSON, Master of the smack *Alfred*, of Woodbridge, and 7*l.* 10*s.* to be divided between himself and his crew of 4 men, in testimony of their services to the crew, consisting of 11 men of the schooner *Woodman*, of Newcastle, which was wrecked on



the Shipwash Sand, during cloudy weather and a heavy sea, on the 20th Feb. last.

Also the silver medal and 2*l.* to CHARLES PEARCE, seaman, in consideration of his services to the crew of the schooner *New Jane*, of Exeter, which, during a gale of wind, was wrecked near New Quay, Cornwall, on the 20th Dec. last. The men were landed over the ship's bowsprit on the rocks, where PEARCE assisted them at the risk of his own life, and from which he was washed off with a boy in his arms, who unfortunately perished on the occasion. PEARCE had at former wrecks creditably exerted himself in saving life.

Also 6*l.* to a boat's crew of 6 men for their assistance to the crew, consisting of 4 persons, of the schooner *Forrester*, of Montrose, which drove on shore on the uninhabited island of Switha, Pentland Frith, on the 25th Dec.

Also 5*l.* 10*s.* to the crew of the Portmadoc life-boat for putting off in the boat to go to the assistance of a barque in distress, from which were heard reports of guns for assistance while in the St. Tudwell's Road.

Also the silver medal to CHARLES SALMON and GEORGE FLEMING, and 30*l.* to be divided between them and 13 other men, in testimony of their services in a Gorleston yawl to 9 persons of the brig *Ann Moore*, of South Shields, which drove on the Corton Sands on the night of the 15th Feb. last. The master of the vessel perished on the occasion, and a boy died after being brought on shore. The yawl made 6 trips before she succeeded in rescuing the crew.

Also 9*l.* 10*s.* to be divided between the crew of 19 men of the Pakefield life-boat for rescuing the crew, consisting of 8 men, of the schooner *Hermann*, of Rostock, which came on shore near Kessingland during a heavy gale on the 8th Feb. last. And 8*l.* 10*s.* to be divided amongst the crew of a fishing yawl for putting off to attempt, before the arrival of the life-boat, to save the crew of the said vessel.

#### NEW INVENTIONS.

WHILE this Institution is endeavouring to supply our coasts with ample means for

saving life on occasions of accident at sea, and whilst our sister institution, "The Shipwrecked Fishermen and Mariners' Royal Benevolent Society," is actively dispensing subscriptions from the humane which alleviate much suffering—the consequence of these accidents—there remains a third course of usefulness open to both, viz., to assist in the prevention of accidents on board ship; and perhaps no persons can more consistently than ourselves bring before the public questions which attack the root of this evil and distress, which it is our united aim and interest to alleviate.

To be sure, the direct object for which this Institution was founded in 1824, as both its original and its present titles import, was the preservation of life after shipwreck or other casualty at sea; and it accordingly has no funds at disposal for introducing and placing on ship-board such contrivances or improvements as would lead to their prevention, even if the owners of ships would brook the interference of a private body, such as a charitable institution, in such matters on board their vessels. Yet, nevertheless, we may probably indirectly produce some result in that direction, by publishing and making more generally known alike the existence of acknowledged evils and imperfections as regards security to life at sea and the means which may be adopted to prevent them.

As one means of forwarding this end, we have introduced in our Journal a column for *New Inventions*. For although, undoubtedly, a large proportion of the inventions which are being constantly promulgated and patented fall far short of the standard of utility by which their sanguine originators have measured them, and that especially in nautical inventions by those who are not practically acquainted with the sea; yet we believe that very many valuable inventions which would advance the welfare of mankind are lost owing to the inability of their authors, from one cause or another, to bring them into notice or obtain for them a trial.

Probably one cause of the public indifference to new inventions, and the little encouragement afforded to those who possess

the inventive faculty—nay, the great discouragement, for they are constantly ruined by them, is the want of a *guarantee* of their real value.

Such a guarantee or surety could perhaps only be found in a public board, to take general cognizance of new inventions, and one of whose especial offices it would be to select new inventions for trial whether patented or not, at the public expense, where they bore satisfactory evidence of their public utility.

We have been led to these remarks by having our attention directed to an address to the shipowners of Liverpool by Mr. S. M. SAXBY, himself an inventor and patentee of useful nautical and other inventions.

In his address Mr. SAXBY remarks, "Were there in Liverpool a committee composed of shipowners, engineers, marine surveyors, &c., under the patronage of the Admiralty, having at their disposal a fund to enable them to test" (or rather, we should say, counter-test) "proposed and well-promising improvements for shipping, it seems probable that the monstrous machines of transit, which convey, daily, hundreds of our countrymen and countrywomen to their transatlantic homes, or to their adopted country at the earth's antipodes, might proceed with increased security." Such is probable, and it especially concerns us.

It may be supposed by many that a good and useful invention must sooner or later find due encouragement; but in many instances such is not the case, for after all, as a little inquiry and reflection will suffice to inform us, it is not an innate love of improvement existing in the human mind, at least in modern times, which has, alone, or even chiefly raised the fabric of human knowledge of art and science, mechanism, manufacture, and discovery to the colossal height which it has even now attained; but that the great motive power, which, above all others, has worked the vast machine, has been the desire of gain, the natural and justifiable wish to attain wealth or competence in return for the exercise of those faculties given by Providence for the advancement and gradual development of the human character.

As however the principal part of the class of inventions to which we would especially refer are not of a kind to promise large remuneration to their authors, and as the latter have often insufficient means to carry them through the earliest stage of their existence, they run serious risk of being lost to the world unless they receive some such extraneous aid as that which we advocate.

#### SAXBY'S PATENT CHAIN-CABLE STOPPER.

Amongst other inventions patented by the scientific gentleman to whom we have above referred, Mr. S. M. Saxby, of Maentwrog, North Wales, are a deck chain-cable stopper, and an improved chain-cable bitt and windlass. The first of these inventions we propose to notice in our present Number, reserving the others for a future occasion.

We have already called attention to Berthon's collapsible life-boat, and to Cunningham's mode of reefing topsails from the deck, both of which we believe to be improvements of real value and interest to all maritime Europe; and which will doubtless, when more generally known and adopted, reduce very materially the frightful list of casualties at sea, which our reports announce.

We need scarcely remind any of our readers, however unacquainted with nautical affairs, that another fruitful source of shipwreck, with its consequent loss of life, is the imperfection, insufficient strength, or unskilful management of what is commonly termed the ground-tackling of a ship, viz., the anchors, and cables, and their appurtenances.

We may quote, in illustration, the well-known recent case of the steamer *Prince*, which was totally lost with an invaluable cargo and many lives off the entrance of Balaklava Harbour in the latter part of the past year, together with many other valuable vessels then ministering to the necessities of the French and British armies before Sebastopol.

Had the *Prince's* anchors and cables, and their management been all that they ought to have been, that noble ship and gallant crew might at this moment have been in existence, rendering the most important services to their country.

As our pages are not solely intended for the perusal of nautical men, with whom such subjects are familiar, we will briefly explain the uses and requisite qualities of the ground-tackling of a ship, by means of which she grapples with the solid earth beneath her, and boldly maintains her position despite the united efforts of the assailing waves, the rushing tide, and the furious gale.

1st. The anchors must be possessed of weight and strength, proportionate to the size and weight of the huge floating body of which they are, as it were, the hands; and, moreover, they should be always clear and ready for letting go at a moment's warning, yet anchors, like boats, are not invariably so.

2nd. The cables must also be of corresponding strength and of sufficient length; they should be severely tested before use, and should be carefully secured at either end, the one to the anchor and the other round the mainmast, or to some equally secure and immovable part of the ship. Yet simple and self-evident as this last requirement appears, it is an unmistakable fact that very many vessels have gone on shore and been lost, through the inner end of a cable having been neglected to be made fast, and the anchor and cable being thus both lost together. Whether or not such was the case on board the *Prince*, as was commonly reported at the time, we are not aware; but it is a neglect not altogether uncommon in our merchant-ships, and we have known it to occur in our ships of war.

3rd. It is not, however, sufficient that a cable should be fastened at either end, outboard to the anchor and inboard to the ship; it is also necessary that it should be temporarily and securely fastened inboard at any required distance from the anchor, to enable the ship to ride by whatever scope of cable the varying depth of water or other circumstances might require. This is effected by means of bitts and stoppers. By the cable being passed round and encircling the former, the strain on the stoppers is diminished, and the velocity of the cable in running out is checked. Whilst by the proper application and management of the stoppers both before and abaft the bitts, the cable is confined at

any required point, or is allowed to be veered or hauled in as may be deemed necessary. It will be evident, therefore, to every one that they form an important part of the ground-tackling of a ship, indeed so important a one that the safety of a ship must often depend on them.

The ordinary kinds of rope-stoppers and hatchway-stoppers are familiar to our nautical readers, we need not therefore describe them, but will at once explain the character of Mr. SAXBY'S stopper in his own words:—

“It is remarkably simple, and consists of an iron frame having suspended between two struts a ‘cleat,’ of a plain but peculiar form, and working eccentrically. The chain-cable, near the hawse-pipe, passes between this cleat and the iron bed of the frame, so that, although the chain passes freely through the stopper in entering inboard, not a link can pass outward without the cleat being purposely raised, as in the case of veering. Another striking superiority to all other contrivances appears to lie in its not exerting a pressure upon one link only, but nipping two or three alike, thus never injuring the chain; and again, the stopper is so constructed that when the strain upon the cable is great and would endanger its safety, the stopper cleat, *without any assistance*, lifts and allows a small and repeated escape of cable, thus relieving all strain from chock forward, and giving time to add further security at the bitts. Moreover, a vessel fitted with this patent, if caught on a lee shore, can get her anchor without the present delay of ‘claws’ and ‘fleetings.’ It also affords additional security when a chain comes in muddy or slippery.”

These qualifications as described to us at our request by the patentee, and which are attested by high naval authorities, we consider of sufficient importance to merit our notice; and we trust that this invention, with others by the same gentleman which tend to facilitate the safe management of ground-tackle, may become as generally known and adopted as we believe they deserve to be.

# ROYAL NATIONAL LIFE-BOAT INSTITUTION,

## For the Preservation of Life from Shipwreck.

*Founded in 1824.—Supported by Voluntary Subscriptions.*

**PATRONESS—HER MOST GRACIOUS MAJESTY THE QUEEN.**

**PRESIDENT—REAR-ADMIRAL HIS GRACE THE DUKE OF NORTHUMBERLAND, K.G., F.R.S.**

*Committee of Management.*

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**THOMAS CHAPMAN, Esq., F.R.S., Deputy Chairman.**

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 General **BLANSHARD, C.B.**  
 Rear-Admiral **BEECHY, F.R.S.,** Board of Trade.  
 Lord **HENRY CHOLMONDELEY, M.P.**  
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 Captain **W. H. HALL, R.N.,** H.M.S. *Blenheim.*  
 Captain **G. A. HALSTED, R.N.,** Secretary to Lloyd's.  
 Commander **J. C. HEASLOP, R.N.**  
 Captain **W. H. HENDERSON, R.N., C.B.,** Comp.-General Coast Guard.  
 Rear-Admiral **Sir THOMAS HERBERT, K.C.B., M.P.**  
 Sir **AUGUSTUS WM. HILLIARY, Bart.**  
**EDWARD HURRY, Esq.**  
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 Captain **A. JERNINGHAM, R.N.**  
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Commander **J. S. LEAN, R.N.**  
**GEORGE LYALL, Esq.**  
 Captain **J. B. B. MCHARDY, R.N.**  
 Captain **OMMANNEY, R.N.**  
 Lord **ALFRED H. PAGET, M.P.**  
 Major **PALMER.**  
**JAMES PEAKE, Esq.,** Assistant Master Shipwright in H.M. Dockyard, Woolwich.  
 Captain **LAMBERT PERROTT, E.K.M.**  
**JOHN DISTON POWLES, Esq.**  
 Captain **C. R. PRESTON.**  
 Rear-Admiral **R. SAUMAREZ, K.L.**  
 Captain **SHEPHERD, H. C. S., V.P.,** Deputy Master of the Trinity House.  
 Captain **TOWNSHEND, R.N., M.P.**  
 Colonel **TULLOH, R.A.,** Director of Carriage Department, Royal Arsenal, Woolwich.  
 Captain **Sir BALDWIN W. WALKER, R.N., K.C.B.,** Surveyor of the Navy.  
 Captain **WASHINGTON, R.N., F.R.S.,** Hydrographer of the Admiralty.  
 Commander **J. R. WARD, R.N.**  
**ISAAC WATTS, Esq.,** Assist. Surveyor of the Navy.  
**FRANCIS WILSON, Esq., V.P.**  
**H. S. H. WOLLASTON, Esq.**

The Committee have to state that this is the only National Institution which has for its object the "Saving of Life from Shipwreck;" and they would earnestly call the attention of the public to the fact that, although the Life-boats of the Institution have saved 132 lives during the past year, more than 1500 persons have been lost by Shipwreck on the Coasts of the United Kingdom and adjoining Seas during the same short period—one-half of whom, it is computed, might have been saved had means been supplied to place Life-boats on the Coasts.

Great and extraordinary efforts have during the last two years been made by the Institution to provide Life-boats where most urgently required, and also to make thoroughly efficient the Life-boats already established. To accomplish this object, the funds of the Institution have not only been seriously diminished, but its present liabilities for Lifeboats, Lifeboat-carriages, and Lifeboat-houses, amount to 1500*l.*

To enable the Institution to prosecute with undiminished vigour its hitherto successful exertions in so benevolent a cause as the "Preservation of Life from Shipwreck," the generous co-operation of the public is earnestly solicited.

The Committee gratefully acknowledge the following additional Contributions:—

	£.	s.	d.		£.	s.	d.
Angerstein, John, Esq., V.P., Black- heath . . . . . (Donation)	100	0	0	Indemnity Mutual Marine Assurance Company . . . . . (3rd Donation)	105	0	0
Atty, Mrs., Southwell . . . . . (Donation)	3	0	0	Kisbee, Captain Thomas, R.N. . . . . (Annual)	1	1	0
Baring, John, Esq., Oakwood . . . . . (Donation)	10	10	0	Newsum, Fowler, Esq. . . . . (3rd Donation)	1	1	0
Bevan, Rev. F., Attleburgh . . . . . (Donation)	5	0	0	Nucella, Rev. Thomas, Glympton . . . . . (Annual)	1	1	0
Cholmondeley, Lord Henry, M.P. . . . . (Donation)	10	0	0	Porcher, H., Esq., Winchfield . . . . . (Annual)	10	0	0
Ditto . . . . . (Annual)	2	2	0	Prendergast, General Sir Jeffrey . . . . . (Annual)	1	1	0
Cobb, F. W., Esq., Margate . . . . . (Donation)	5	5	0	Reynolds, Joseph, Esq. . . . . (5th Donation)	5	0	0
Donaldson, Mrs., Blandford . . . . . (Annual)	1	0	0	Roope, Lieut.-General . . . . . (Annual)	1	0	0
E. F. M., per Rev. A. B. Haden . . . . . (Donation)	5	0	0	Smith, John Henry, Esq. . . . . (2nd Donation)	5	5	0
Glyn, Sir R. P., Bart. . . . . (4th Donation)	10	0	0	Tarleton, Lady . . . . . (Annual)	5	0	0
Haden, Rev. A. B., Brewood . . . . . (Annual)	1	1	0	Thomond, Rear-Admiral the Marquis of, G.C.H. . . . . (Donation)	5	0	0
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