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MANAGEMENT OF BOATS IN A SURF AND BROKEN WATER.

THE management of a boat in the dangerous circumstances of a heavy sea and broken water, is altogether so practical a thing, that it may be thought no rules or instructions can be given which would be of much value to those called on to put them in execution. And undoubtedly experience alone can give that confidence and presence of mind which, in addition to skilfulness, are often indispensable to safety in such circumstances. Nevertheless as all our coast boatmen are not equally skilful, and as the majority of other sailors have no experience in the managing of boats in a heavy surf, we propose to offer some recommendations, not the result of our own experience alone, but of that collected from various parts of our coasts.

In offering our opinion on so important a matter as the proper management of a boat in a surf, on which life or death will often depend, we desire to do so with all deference to those who have already experience for a guide, who having a practical knowledge of the particular character of the sea and surf in their own localities, and of their own boats, have learned that particular management which has appeared most suitable to them. They will be able to compare our suggestions with their experience, and will then be guided by their own judgment in a matter wherein their own safety is concerned; but they are not the persons for whose use our recommendations are more especially offered.

When it is considered how various is the character of broken water, according as it is on a beach, in a tide-way, in the bar of a

river, or the edge of a shoal, how it will vary according to the steepness or flatness of the shore, the depth of the water, the relative directions of the current or tide and the wind; and again of the wind and the shore, &c. And when also the variety in the build and size of boats in different localities is remembered, the conclusion will rightly be come to, that no one rule will be applicable to meet all cases. That the same rule will not apply alike to the north country coble, the Yarmouth or Deal galley, the Portland laurette, the ship's long-boat, and the powerful and unsubmergible life-boat. That it will not apply alike to the irregular sea on the edge of a shoal, as on the Herd Sand off the Tyne, to the long and steady rollers advancing majestically in parallel lines on the open beach on exposed parts of the coast, or to the short and dangerous sea occasioned by the set of tides, called a race, as that off Portland. There will be special local peculiarities to be consulted at every locality which will call for some deviation in detail from any general rule, yet on the other hand there are undoubtedly some leading principles which are more or less applicable to all, and which should therefore be ever borne in mind.

With a view to ascertain as far as practicable the results of local experience, and as to how far any general rule might apply, the Committee of the National Life-boat Institution sometime since caused a series of questions on the "management of boats in a surf and broken water" to be printed, and, through the assistance of the officers of Coastguard, circulated round the coast. To these questions replies were received from 128 different places on the coasts of the

United Kingdom, and they contain a large amount of valuable information.

In our observations on the subject we propose to state the substance of the information thus obtained on the different points of management, and to add our own comments upon them.

We will premise that our remarks chiefly refer to open boats only, which are managed either by oars alone, or indifferently with sails and oars.

† Our subject will then chiefly be arranged into two divisions, viz., the proper management on going off from the shore against a heavy sea, and that on running before a surf or heavy broken sea for the land.

We had at first proposed to give a complete analysis of the coast returns above alluded to, but we found that the replies from 128 places to 28 distinct questions would not only have made our remarks of too complicated and lengthened a character, but that to have arranged and compared the whole of these 3,584 replies, one with another, individually, would have occupied more time than we had at command to devote to it; our remarks are therefore necessarily of a more general character, drawn from the comparisons we have ourselves made between the several returns from the different localities.

Whilst on some questions, in the local information above referred to, a curious contrast of opinion on the same points may sometimes be observed even at places contiguous to each other, yet on one point, viz., as to the relative amount of danger on going off against a head sea, and on running before it, the opinion is almost unanimous; that the greater danger exists when running before, or away from a sea; also that this greater danger arises from the liability of boats to broach-to, or turn round broadside to the sea, when in the majority of cases, if the sea be heavy, they are upset. Another point on which nearly all agree is, that open boats under sail before entering the broken water, on running for the land, should take in their sails and go through under oars.

On the question of management, on going off against a broken sea, and on returning before one, we will give the question verba-

tim as it was circulated on the coast. It was as follows: in rowing to windward, whether in an open boat or a life-boat, would you give a boat all possible speed against a heavy broken sea on its approach; and when running before one, would you do the same away from it; or, in either case, would you check the boat's way until it had passed?

The replies to this question were thus divided:—

On going off 18 were in favour of giving all speed; 81 in favour of checking speed.

On running before a sea, 27 in favour of giving all speed; 71 in favour of checking speed.

Other replies were indirect, or suggested other expedients to which we shall presently allude.

It will be observed that the opinions are on these points more conflicting than might have been anticipated; as however there can be but one right way to manage boats placed in similar circumstances, it follows that either the boatmen at some parts of the coasts are unacquainted with the proper management, or that there are local circumstances which make it vary at different places; probably both of these causes must be referred to in order to account for the disparity above displayed.

On the first point, that of going off through broken water, the replies are of four kinds—

1. Give all speed possible.
2. Check speed.
3. Keep steerage-way on the boat (which may be considered equivalent to giving all speed possible against a head broken sea).
4. Avoid the sea by watching for a smooth.

On the second point, that of running for the shore before a heavy broken sea, the replies are—

1. Check speed as much as possible.
2. Give all speed possible.
3. Bring all weights aft and keep the boat well down by the stern.
4. Tow astern a pig of ballast or other weight, or a hollow conical canvas bag called a "drogue."
5. Watch opportunity and avoid the sea.
6. Keep steerage-way on the boat.
7. If under sail, run in under small head-sail only.
8. In sail and take the boat in under oars.
9. Steer with an oar on each quarter.
10. Turn the bow round to the sea and back in stern foremost.

On the first point, the majority of places where the seamen are noted for skill and experience are in favour of giving a boat all the speed possible on going off against a broken sea. On the north-eastern coast of England, in Northumberland, Durham, and Yorkshire, and, again, on the coasts of Norfolk and Suffolk, it appears to be the almost universal custom to do so. As, again, on the second point, it is their custom to check a boat's way when running, and even, at some places, to row back against each heavy sea until it has passed, then to follow it in, repeating the operation on each heavy sea overtaking the boat.

A singular exception to the above rule is Deal, where the boatmen are notoriously courageous and experienced, and where their custom appears, by the replies received, to be exactly the reverse of the above, giving all speed on running before a sea, and checking speed on going off against it. It appears, however, in reply to another question, that several boats have been lost at Deal by broaching-to and upsetting when running before a sea. On the first point, going off against a sea, the custom may be resolved into two kinds—to give all speed through a broken sea, and to check speed on the immediate approach of a heavy wave. As above stated, the giving steerage-way is equivalent to all speed, as against a gale and head-sea no boat can do more than keep steerage-way on her, whilst the majority of boats could not be rowed ahead with sufficient speed to answer their helms—in consequence of which fact life-boats generally are steered by oars at the stern or quarter instead of with a rudder. Again, the rule to avoid a sea if possible is only applicable to places where, from the steepness of the shore, the sea does not break until close to it, when boats, by the right opportunity being watched for, may often avoid the worst of the sea; where, however, the shore is flat, and the sea breaks at a quarter of a mile or more from the beach, a boat must of necessity encounter a succession of seas before she is clear of the broken water on going off, and after she has entered it on running for the land.

The danger on going off is of two kinds. 1st, the risk of being overwhelmed by the

sea breaking over the bow of the boat and filling her. 2ndly, of being driven back by the sea and turned end over end, or driven down stern foremost, or turned round broadside to the sea and capsized by the same or the following wave before she can be got head to the sea again. The first danger will be more or less imminent in proportion to the size of the boat and the height of her bow as compared with the magnitude of the waves. If the boat be small, with a low bow, it would be folly to row her right into the crest of a heavy roller at the moment of its curling over, as it would then fall into and fill the boat. The preferable management would doubtless be, if possible, so to place her as that each sea should break a little ahead of her—yet this would often be very difficult to effect. The second danger will be the more imminent the less way there is on the boat, and the fuller and bluffer her bow; it would probably also be greater in a light than a heavy boat, the cause being, that the boat not having sufficient speed or inertia to carry her up the ascent of the approaching wave, and over its crest, she is carried back by it, and may then, if a short boat, be turned instantly end over end, if a long one, be driven down stern foremost, or turned broadside to the sea, and capsized by the same or the next wave. On this point our opinion as to the management is, that in a small boat, if possible, the seas should be avoided until after breaking, but if they cannot be so, that the utmost speed which oars can effect should be given to the boat; whilst in larger boats, and in life-boats, which are not in the same danger of swamping, the utmost speed should invariably be given: indeed, we feel persuaded that the safety of a boat will often depend, in a really heavy sea, on preserving her headway, and that the wide or bluff boat, which cannot retain its headway, is, for that reason, often more unsafe than a narrower and sharper boat.

That a boat or any other vessel will actually float lighter, and would therefore be less easily submerged by great increase of speed, has been proved by experiment, yet without losing the advantage of the inertia derived from the actual weight of the vessel.

We may illustrate this circumstance by the well-known effects exhibited by throwing a stone with considerable velocity obliquely to the surface of water, which boys denominate "duck and drake," or by a shot fired horizontally from a gun; in either case a heavy body, which would immediately sink if dropped perpendicularly into the water, not only refuses to be submerged, but actually leaps repeatedly above the surface altogether, until its velocity is sufficiently diminished, when it sinks. So if a boat could be propelled with sufficient velocity, it would skim the surface only, and would refuse to sink.

On the second point, running before a broken sea, an equal variety of management is observable, as practised on the coast, yet all alike intended to meet the one great risk of "broaching-to," which nearly all agree in considering to be the greatest danger to which a boat can be exposed, and to be that which calls for the most skill and management to obviate it.

As before observed, the greater number of skilful boatmen on the coast are in the habit of checking a boat's way through the water, or of backing her against a heavy sea on its approach. Their practice is to stop the boat's way by backing their oars until the crest of the wave has struck the boat's stern and passed her midship part, then to give way again, running in on the back of that wave, as far as they may be able to, then watching for the approach of the next, and repeating the same operation until they arrive at the beach, being careful, by steering with oars at the quarter or stern, to keep the boat, as far as possible, end on to the direction in which the sea is running. It must be here observed, that this management is so far varied according to the character of the boat; that in cobbles, and other square-sterned boats which have their bows better formed for meeting a sea than their sterns are, their position is reversed before entering the broken water, and they are taken in stern foremost and bow outwards, but the same principle being acted on of rowing back to meet each heavy wave, instead of running from it. In a sailing-boat this principle can only be so far acted

on as to diminish the boat's speed through the water by taking her in under a very-reduced amount of sail, which is commonly done, and by towing weights or instruments made for the purpose.

The advocates of this system of management have certainly reason on their side, in addition to experience; for as all acknowledge that there is greater danger in running before a broken sea than in going off against it, it is obvious that the more the latter operation can be assimilated to the former, the safer it must be also, which is therefore effected by an alternate progressive and retrogressive movement, the latter being effected at the particular moments when the progressive motion would be dangerous. The true theory on which this practice is founded we will endeavour presently to explain.

Proceeding then to the opposite practice of giving a boat speed, in fact running away from the sea, which constitutes the other important distinction in practice. The principle then acted on is to escape from the danger as fast as possible, and other expedients are then resorted to to prevent the risk of broaching-to. The most common of these is to trim the boat by the stern, by bringing all moveable weights aft (this supposes her stern to be outwards; if she were being taken in stern foremost, she would then be trimmed by the head). The force of the sea or wind on either quarter has then less power to beat it off, and cause the boat to broach-to, than it would have if the stern were light. Another expedient is to tow a pig of ballast, or a basket, or other instrument, which by its weight or hold on the water has the effect of a drag on the rear end of the boat, and prevents its being beat to leeward by the sea, thus keeping her end on to it. On the coast of Norfolk the following ingenious plan is commonly practised. The boatmen there employ an instrument for the above purpose, called a "drogue;" it is a conical shaped canvas bag, of the form of a common candle extinguisher, about 2 feet diameter at the base or mouth of the bag, and 6 feet long, having a small opening at the other end or apex of the cone. When running before a heavy sea in broken water, the drogue is thrown over from the stern,

and towed by a stout rope with the large end foremost, when it instantly fills, and from the resistance it opposes to the water, holds the stern back, and prevents the boat's broaching-to: as soon as the danger is past, the large tow-rope is let go, and the drogue then towed with the smaller end foremost by a small line attached to that end, it then immediately collapses, is emptied of water, and offers but little resistance.

The steering with an oar on each quarter is another expedient, employed to prevent broaching-to, as, when running, a boat will not answer her helm on being overtaken by a sea.

The recommendation to watch for an opportunity and avoid a sea, equally in running as on going off, could only be practised at those localities where the beach is steep.

In reply to the question, as to whether any particular kinds of boats are more liable than others to broach-to, the answers given are so conflicting and contradictory as to afford no information on the point.

In reply to another question, as to the cause of a boat's broaching-to, the almost invariable answer is, "because the stern is thrown out of the water, and the rudder therefore ceases to act." From our own observation we have formed the opinion that this is not the case, although it is quite true, that at the moment of broaching-to, a boat will not answer her helm.

The phenomenon of broaching-to, we believe, may be correctly accounted for as follows:—on a boat encountering a heavy broken sea or roller end on, if she be stationary or is being propelled in a contrary direction to the wave, she will receive its blow, and it will quickly pass by her, her own inertia preventing her being carried away by it. If however she is being propelled in the same direction as the waves, and running rapidly through the water with her stern towards them, on a wave overtaking her, its first effect is to throw her stern up and to depress her bow, but so far from her rudder being out of water, both it and her stern are buried in the crest of the wave; in consequence, however, of her previous motion being in the same direction as that of the wave, she now offers so slight resistance

to it, that instead of its passing her, she is hurried along with it at a rapid rate over the ground, her stern high up still immersed in the crest of the sea, and her bow low down at its base; as the wave approaches shoaler water, its inshore surface approaches more and more nearly to a perpendicular, and the tendency of the boat to run down this steep inclination, added to the momentum she has already from her previous motion, causes her to run her bow under water, when her buoyancy at that end being destroyed, her stern, still light, is pressed onward by the summit of the wave, and the undercurrent from the last receding wave at the same time acting on her bow, she is instantly, if a short boat, turned "end over end," or if a long one, capsized quarter-wise. If she have so high a bow that it does not become altogether immersed, or if, as in a life-boat, the end of the boat is occupied by a water-tight air-case to the height of the gunwale, so as to prevent the admission of the water over the bow, the effect then is that the boat is instantaneously turned round broadside to the sea, when again, unless she be a life-boat of a superior description, she is almost certain to be upset. In the circumstances thus described, the sole cause of a boat's running herself under water or broaching-to, is that of running from a sea instead of awaiting it, and suffering it to pass by; and the cause of the rudder being useless to keep the boat end on to the wave, is not that it is thrown out of the water, (although at other times it doubtless is so), for it is actually buried in it, as is also the stern of the boat up to her gunwale, but it is because it is stationary in it, the crest of the wave having acquired an actually progressive motion equal to that of the boat. If on the other hand the wave passes the boat, as its crest advances from the stern to the fore part, the rudder and stern are thrown out of the water; steering oars are therefore a most valuable auxiliary, aid when running before a sea, but we would recommend the use of a rudder as well.

We have been rather prolix in our account of the phenomenon of broaching-to, because it is a very interesting one, which it is important should be understood in order to arrive at the proper management

and to obviate its disastrous effects, which have been more fatal to the lives and property of boatmen on our coasts, than those proceeding from any other cause whatever.

After the danger of broaching-to has passed, there remains the lesser danger of beaching; and yet some skill is here also required to prevent a boat's capsizing or swamping in the surf. The general custom appears to be that where the beach is more or less steep, she is steered into it in an oblique direction, the bow being turned partially round towards that direction from which the sea is running, which then catches the boat under her counter, and lifts her broadside on to the beach. If, however, the shore be very flat, she is steered perpendicularly to the beach.

We have now only to offer our own opinion and recommendations on the subject for the use of those who have not already experience and skill for their guides, and for the consideration of those who have. Amongst the former we would especially address ourselves to the crews of merchant vessels who, having to desert their ships from any cause, and take to their boats, may attempt to land on the open coast, since no winter passes by without some of their number losing their lives in such attempts.

1st. On going off from the shore against a heavy broken sea, whether from the beach on an open coast, or over the bar of a river, and whether the beach be steep or flat, it may be presumed that, whatever be the urgency of the case, no boat which is not of sufficient size and power, in proportion to the nature of the sea, to offer some chance of safety and success, will be taken off. In any such boat, however, our opinion is, that unless from the steepness of the beach and nature of the sea, she can, by skilful management, be made to avoid it by watching a favourable opportunity, the safest plan is to give her all the speed which can be obtained by rowing.

For the larger descriptions of boat taken off under sail, no rule can be given; the amount of sail and management must depend entirely on the character of the boat, on her rig, size of her sails, strength of her

gear, on her stability, and the knowledge and experience which her crew have of her capabilities, &c.

In a life-boat, on going off to the assistance of a wrecked vessel, if the distance from the land is not too great, the whole service should be performed under oars only; and no masts or sails or their gear should be taken in the boat, as they necessarily much encumber the rowers, and occupy the space which may be needed for the stowage of rescued persons. If, on account of distance from the land it will be indispensable to sail the boat to the site of the wreck, it will still be advisable (as being safer) to take the boat, if possible, through the broken water under oars, and not to make sail on her until getting beyond it; experience must, however, on such a point, be the chief guide.

2nd. On the management of a boat, when running through broken water for the land, our unqualified opinion is, that the greatest danger consists in following the natural impulse to escape from the advancing seas as rapidly as possible; no boat can be propelled so fast but that the waves will overtake her, when the results before depicted must take place. Our recommendations then are, 1st. Before entering broken water, if a sail be set, take it in, unship the mast, and lash both, with any other spare gear, to the thwarts of the boat, to prevent it falling over on the lee side, if the boat should be struck by a sea and thrown on her beam ends. Next, if the boat be a square-sterned one, turn her round with her head to the sea; then row or back her in, carefully keeping her, both with the aid of the rudder and oars, end on to the sea. Watch each sea as it advances, and check the boat's progress, by rowing or backing the oars, until the brow of the wave has passed the centre of the boat, then go in on the back, or rear side of it, to the land, if it can be done, but keeping a constant look-out behind for the coming up of the next wave, when the same operation has to be repeated. Even with these precautions undoubtedly the sea may be so overwhelming, or the boat so inferior, that they may fail to save her, but we conceive them to be her only means

of security. On arrival at the beach she should then, if it be flat, be taken end on quite to the shore; if it be steep she should be sheered obliquely to it, turning her towards that side from which the sea is running, if it is not doing so at right angles to the beach.

As regards the crews of merchant vessels leaving their ships and attempting to land in their own boats, we recommend that they should not take to a boat as long as there might be any chance of safety in their ship, especially in the night-time; that if not fitted up as a life-boat they should secure, if there should be time to do so, some small empty casks, tightly corked, under the thwarts, and in the head and stern-sheets of the boat; that if the vessel should be provided with any life-buoys or life-belts, the former should be taken in the boat, and the latter be worn by themselves; that they should provide her with any long small line that might be available for effecting a communication either with the shore or with another vessel, if any should be at hand. Other obvious things, such as a bucket, baler, or hand-pump, spare thowelpins, rudder and tiller, &c., we need scarcely name. That on leaving their vessel they should, if practicable, make for the nearest harbour or other sheltered place in preference to attempting a landing on the open coast; even if the weather should be fine, or the wind off the land, as there often is a surf on the beach in such situations that would be dangerous to ordinary ships' boats, even in calm and fine weather; lastly, that, if there should be a surf along the shore, they should, before entering it, endeavour to attract the attention of persons on the shore, who might come to their aid in landing, or signify to them, if near enough to do so, the right moment when, and the safest place where, to beach their boat.

We cannot conclude this humble effort to render a service to the boatmen and other seamen who may be exposed to risk on our own coasts, or elsewhere, without addressing a few words to shipowners in case it should come to their notice.

We think that they would be rendering an important service, nay, would be only fulfilling an important duty, by endeavour-

ing to afford their servants, the crews of their vessels, every reasonable protection to their lives in case of shipwreck, or the necessity for taking to their boats. It would not put any owner to a very great expense to fit up one boat in his vessel as a life-boat, or, so far as a life-boat, that she should not founder with her crew in if filled by a sea. It would put him to no great trouble or expense, when supplying her with a new boat, to ascertain whether it might not be constructed of a form better calculated to afford security on any emergency to his crew. It would not put him to a very great expense to furnish a life-buoy to his vessel, and as many good life-belts as the number of his crew. These trifling things, supplied to all vessels, as they ought to be, would be the means of saving many a poor fellow's life; the supplying them would not only be a duty to humanity, but an act of policy, as we may surely presume that it would also afford a balm to the conscience, and a solacing reflection to the old age of the shipowner who had, whether required by law or not, supplied them,—a balm and a reflection which could never for a moment be realized by him who, on looking back over his past career, could number *his lost crews* by dozens, yet had never made any serious efforts to afford them that security which, as a man and as a Christian master, he ought to have done.

LIFE-BOAT ESTABLISHMENTS.

THE following Circular, which has been issued by the Board of Trade to Life-boat Committees throughout the United Kingdom, provides, under certain indispensable conditions, for the increased efficiency of the life-boat service.

We have no doubt that, if this important measure be carried out with tact and discrimination, the valuable assistance offered, on the part of the Government, will greatly tend to improve the management of this most important service. To prove how important this service is on our coasts, it is only necessary to adduce the fact that, in the

course of last year (1854), upwards of 1540 persons perished from wrecks on the shores and in the surrounding seas of Great Britain and Ireland.

It is supposed that a very considerable number of those persons who thus unhappily perished might have been rescued from their untimely end, had there been life-boats at or near many of the places where these calamities occurred.

We cannot therefore too frequently impress on the supporters of this humane cause, that it is the desire of the Board of Trade to stimulate and encourage local exertions in this good work, 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 contrary effect to that which the Board has been led to anticipate.

We believe that this appeal to the generosity of our countrymen will not be made in vain, that the life-boat cause will not form an exception to the many excellent works of charity and benevolence which are so liberally supported by them, and that the Royal National Life-Boat Institution and kindred local societies, will be enabled to do more than they have ever yet been able to do to lessen the number of persons lost from shipwreck on our coasts.

“ OFFICE OF COMMITTEE OF PRIVY COUNCIL
FOR TRADE,
22nd February, 1855.

“ SIR,—With reference to the Circular from this Board, of the 13th of September last, I am now directed by the Lords of the Committee of Privy Council for Trade to inclose, for the information of the Life-Boat Committee at _____, the rules upon which my Lords propose to exercise the powers conferred upon them by the ‘Merchant Shipping Act, 1854,’ sections 458, 459, 441, and 442, for extending the means of saving life from shipwreck, and of conferring rewards on persons assisting in such service.

“ My Lords feel confident, that the mea-

asures they have in view will receive full support and co-operation from all existing Life-Boat Committees in the United Kingdom; but they feel that such support and co-operation will be best secured, and that the formation of similar local agencies will be most successfully promoted, by the adoption on the part of this Department of such steps as will stimulate local and voluntary exertion; and my Lords have therefore determined to afford the assistance which it is in their power to give, in proportion as they are satisfied that every local effort has been used to form Committees and procure funds from local sources, for the purposes in view.

“ In the wealthier and more populous portions of the Kingdom, my Lords anticipate that the public spirit of the neighbourhood will supersede the necessity of recurrence to this Board for aid.

“ In cases where a necessity for such assistance exists, the assistance contemplated by the Board of Trade will be confined to assisting towards the manning and exercise of boats, and towards defraying expenses connected with actual service, rendered in saving, or endeavouring to save life from shipwreck. The construction and maintenance of boats and boat-houses will, my Lords anticipate, be provided for, as heretofore, by funds voluntarily raised.

“ My Lords have entered into correspondence with the National Life-Boat Institution, which offers many advantages to Local Committees in correspondence with it, and they propose also to communicate from time to time with any Local Committee which may desire to address their communications directly to this department.

“ The conditions and rates of payment upon, and according to which the Board of Trade will render assistance in cases where such assistance appears to be indispensable, are as follows:—

“ 1.—Every Life-Boat Committee is to have as one of its members an officer of the Coast Guard, or of the Customs, or some official person connected with the Board of Trade, and specially appointed for this purpose.

“ 2.—The Local Committee, or other body, shall be provided with a boat and boat-

house, of a kind and in a situation satisfactory to this Board.

" 3.—The boats, boat-houses, gear of boats, &c., shall be kept in complete and efficient order, and shall be at all times accessible to the Inspector of the Board of Trade, who will occasionally visit the spot.

" 4.—Each boat shall have a coxswain, and if he is selected by the Committee, the Board of Trade will pay *half the salary*, but if by the representative of the Board of Trade, the Board of Trade will pay the *whole*. The salary of the coxswain shall be eight pounds (8*l.*) per annum, and he will share in the rewards in the same proportion as the rest of the crew.

" 5.—Where crews are willing to be enrolled, or where from the fact that proper men to man the boats cannot always be obtained at once and on the spot, it is desirable to enrol a permanent crew; this step may be taken, and in all such cases the number should be at least one-half more than is required to man the boat.

" 6.—The coxswain and crew are to act under the directions of the Local Committee, but the coxswain may, with the sanction of the representative of this Board, have a general power to launch the boat whenever danger to life is imminent, without first acquainting the Committee. He will, however, do this on his own responsibility.

" 7.—On every occasion of the boat going off to save life, the crew shall be paid ten shillings (10*s.*) per man, for service by day, and one pound (1*l.*) for service at night.

" 8.—On extraordinary occasions of great danger, fatigue, and lengthened exposure, they will be paid from one pound (1*l.*) to two pounds (2*l.*) per man, on the case being submitted by the Committee, with full particulars, and signed by the representative of the Board of Trade, and approved by the Board of Trade.

" 9.—For exercising, from three shillings (3*s.*) to five shillings (5*s.*) will be paid per man; the latter sum if the weather is rough.

" 10.—Exercising to take place once a quarter at least.

" 11.—When it is considered necessary, by order of the Committee to assemble a crew, and nothing is payable under the above

Rules 8 and 9, they shall receive two shillings (2*s.*) per day each, and if at night, three shillings (3*s.*) each.

" 12.—In the event of any loss of life occurring on any occasion of going off to save life, and widows or children being left in distress, the Board of Trade will contribute sums ranging from five pounds (5*l.*) to fifty pounds (50*l.*), to any subscription which may be raised for them on the spot, or give such relief as they may deem fit according to the circumstances of the case.

" 13.—No payments will be recognised by this Board, as due to any person under these rules, unless the same be certified by the signature of the Customs, Coastguard, or other officer representing this department, as a member of the Local Committee.

" Charges incurred in conformity with these rules, and with such sanction as aforesaid, will, after examination by the Accountant of the Board of Trade, be repaid to the Local Committee through the Paymaster-General.

" In making the proposals contained in the above rules, my Lords wish to call to the especial notice of the Committee, the following clause (sec. 459) of the 'Merchant Shipping Act, 1854.'

" '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.'

" The effect of this clause is, that persons saving life from wreck, are entitled to recover salvage in priority of any other claim for salvage out of the property saved, and when no property, or not sufficient property is saved, the Board of Trade is enabled to allow a reasonable remuneration out of the Mer-

cantile Marine Fund. These last-mentioned payments are not included in those to which reference has been made in the foregoing rules, and will be provided for, as may hereafter be found expedient.

"The rockets and Manby's mortar apparatus, on the Coast, will remain under the charge of the Coastguard, to be used as heretofore in all cases when they can be of service. But as this Circular may possibly fall into the hands of shipowners, my Lords think it may be worth while to suggest, that as the 'Merchant Shipping Act, 1854,' sec. 301, provides, that every steam-passenger ship shall carry a cannon or other means of making signals of distress, owners might substitute for the cannon, Manby's 24-pounder mortar and apparatus, which, while it would answer the purpose of signals, would, when required, be useful also as a means of effecting a communication with the shore.

"I am, &c.,

(Signed) "T. H. FARRER.

"To the
of the Life-Boat Committee."

SWIMMING AND SWIMMING SCHOOLS.

WHEN the maritime character of this country is considered, and the liability of a large portion of its population to be at one time or another exposed to the "dangers of the seas," surprise may be well excited at the facts—that but a small proportion of this population are acquainted with the art of swimming—that the practice may be considered to be confined to one sex only, and that even on many parts of our coasts the boatmen and other seamen, who are constantly hazarding their lives on the sea in the pursuits of their daily calling, are unable to swim. And yet how many persons every year lose their lives on our coasts, rivers, and canals, through ignorance of the art!

This ignorance is still more calculated to awaken astonishment when we reflect that the practice of bathing the entire person, and especially in sea-water, is of a strengthening and invigorating character, very conducive to health in most constitutions; that it promotes cleanliness—which has been

denominated a virtue, ranking next to Godliness; that by the young it is invariably looked on as an agreeable and exciting recreation in the warmer months of the year, and moreover, that it is an exercise of that manly and active kind which is usually congenial to the British character.

Amongst the ancients we believe that it was, in common with other gymnastic and athletic exercises, a part of the education of youth. We are told, in the account of the shipwreck of St. Paul at Melita, that the Centurion commanded those that could swim, first to cast themselves into the sea; and that on the same occasion the Roman soldiery, wished to kill all the prisoners, lest any of them might swim to the land and escape. The knowledge of swimming was therefore common at that period. Yet how much more necessary an accomplishment is it now, when, through the increased knowledge of navigation and the consequent increased commerce and intercommunication between distant parts of the earth, the sea has, become the great highway of the world!

To what cause then must be attributed the neglect of so useful and attractive, and, to many, so invaluable an acquirement? Is it that people lack opportunity for learning? that they have no time to learn? that, except to those who reside near a sea-beach, it is expensive? that it is not the custom, or that it may appear doubtful whether they may ever have occasion to put it in practice, except as an amusement? Any or all of these reasons may have influence with different persons; but, be the reason what it may, the fact is patent, that the majority of men cannot swim, whilst to the other sex it is an unknown art.

As regards the fishermen and other boatmen on our coasts, the want of opportunity cannot be pleaded, whilst the utility of it is in their case doubly manifest. We are inclined to think that the principal cause of their frequent, and, in some parts of the coast, universal, neglect of an acquirement so useful to them, is the natural inertness of their class, who are proverbially slow to change, and are satisfied to do as their fathers did before them.

How then is this unsatisfactory state of things to be mended, and a more general knowledge of swimming to be introduced? We think that it must chiefly be done by offering inducements to the young to learn and practise it, as such kinds of bodily exercises if not learnt in youth are seldom acquired at later periods of life, and if then commonly practised they are handed down from the youth of one generation to those of succeeding ones, as are all their ordinary sports.

Our concern is of course chiefly with the maritime population on our coasts; as regards the general population of the country, we will merely suggest that as we have matches of various kinds—regattas, boat-races, horse-races, steeple-chases, cricket-matches, &c.—all which encourage a taste for and perpetuate those popular and manly sports, so we think that swimming-matches might very advantageously be added to the number, that the silver cup or other prize would be as honourably won by the dexterous swimmer as by the expert horseman or the fortunate owner of a clipper-yacht. Neither do we see why such a sport on any of our rivers or waters might not be attended with all the éclat and enlivenment which the presence of the softer sex invariably affords on such occasions. A sufficient covering of the person to meet all the requirements of decency could be worn by the swimmers without at all impeding their motion in the water or preventing the free action of their limbs, and the most refined modern prudery could scarce take alarm at the sight of so much of the “human form divine” as the bared arms and shoulders of the swimmers would display.

As regards the teaching of the youth of our maritime population of the humbler classes to swim—to, in fact, form a new habit, and introduce a new custom of so invaluable a character amongst them, which would then perpetuate itself to the great advantage of succeeding generations—we think that the promotion of so great an end is an object worthy of the ambition of any one who may have sufficient influence and pecuniary means to bring it about.

As regards the manner of carrying it into execution we think that—

1st, It would be indispensable to offer a sufficient personal inducement, apart from the supposed advantage of possessing the knowledge itself.

2nd, A teacher or teachers of swimming according to the extent of district or amount of population, who were themselves well practised in the art, would be required to give daily gratuitous instruction to all who would avail themselves of it.

3rd, As our summer seasons are short, the course of instruction should commence at the first setting in of warm weather in early summer, in order that a sufficient amount of proficiency might be attained by the pupils in their swimming-schools before the approach of cold weather again, to keep up their interest in the subject until another winter should have passed away.

The first of these objects might be obtained by a liberal distribution of prizes, in proportion to relative proficiency. These at first might consist of articles of dress, fishing-hooks and lines, the smaller descriptions of nets, telescopes, or other things which it might be the ambition of sailor lads to possess, with the promise of a complete new boat, fully equipped, to be competed for at the end of a second year, which would be a sufficient attraction to induce nearly every young man and boy in a neighbourhood to qualify himself to compete for it.

The establishment of such swimming-schools might be effected either by the chief landed proprietor or other wealthy resident of a neighbourhood, or by an association of persons subscribing together to promote them. In illustration of the practicability of such a plan, and as proof that the idea is not altogether chimerical, we are happy in being able to announce that a nobleman possessing extensive estates on the north-eastern coast of England, who had already distinguished himself by placing life-boats along that coast, by erecting a sailor's home on a magnificent scale, and by evincing a general interest in the welfare of the sea-faring people on his property, has now further displayed a generous disposition and a true appreciation of the advantages and responsibilities attached to great wealth and high station, by making the attempt to in-

roduce the custom of swimming amongst the boatmen and fishermen on his estates, and who has engaged a swimming-master from London to assist in effecting his praiseworthy object.

We need scarcely add that we allude to his Grace the Duke of Northumberland, K.G., whose name is already familiar to all our readers, and whose noble example we now beg to hold up with the hope that it may find many imitators elsewhere.

THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENE- VOLENT SOCIETY.

In a recent number of this Journal, after explaining the reasons which had led to the transfer of the Life-boat Establishments of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society to the Royal National Life-boat Institution, we expressed the hope, that whilst actively and prosperously doing each its own work, the two Societies would mutually assist and recommend each other. Acting on this desire, we propose to give a brief description of the origin and progress of the former Society, and to explain the special claims which it possesses for public encouragement, and more especially for the support of British seamen themselves.

In January of the year 1839, a philanthropic gentleman residing at Bath, JOHN RYE, Esq., on perusing an account of a recent shipwreck, attended with serious loss of life, became much impressed with the calamitous consequences of such disasters, and formed the resolution to attempt the formation of a Society which should mitigate them, alike by affording relief to the widows and orphans of those unfortunate men who might be drowned, and by assisting with clothes, food, and money, those, scarcely less fortunate, cast alive on the strand, and thus relieving them from the humiliating necessity of begging their bread when journeying, often half-naked and bare-footed, from the scene of their disaster to their native parish, or the sea-port where they might again seek employment and subsistence in their hazardous avocation.

The miserable condition of these poor men was at this period often greatly aggravated, owing to the numerous imitators of shipwrecked and distressed seamen amongst professional mendicants—vagabonds, who ever prefer thriving on the industry of others to gaining an honest livelihood by the sweat of their own brows! The hapless castaway was thus constantly mistaken for one of those mendacious characters, and driven from door to door, an object of suspicion and disgust, instead of meeting with that sympathy and Christian charity which a providential infliction entitled him to expect.

Mr. RYE at once called to his aid Rear-Admiral Sir JAHLEEL BRENTON, Bart., then Governor of Greenwich Hospital, and a prospectus showing the objects of the proposed Society was prepared by Mr. RYE, and published with an accompanying address by Sir JAHLEEL BRENTON, appealing to the sympathies of the British public, and soliciting a general subscription of half-a-crown and upwards from every person able and willing to promote so humane and national an undertaking.

After the circulation of the prospectus a public meeting was convened, which met on the 21st of February, 1839, when the Society was formally instituted under its present title, and a Committee of Management formed, Admiral Sir GEORGE COCKBURN being elected President of the Society.

On the 2nd of March following, Her Majesty the QUEEN was announced its patron, and measures were at once adopted to procure the services of Honorary Agents in the principal towns of the United Kingdom, and especially on all parts of the coasts.

On the 8th of May a public dinner took place at the London Tavern in behalf of the Society, at which donations and subscriptions to the amount of 1100*l.* were received. On the same day, a melancholy loss of life occurred by the loss of three Mount's Bay fishing-boats off the Land's End, when the whole of their crews, consisting of 20 persons, unhappily perished, leaving 7 aged parents, 12 widows, and 35 orphans, to

mourn their loss. The sum of 80*l.* was immediately applied by the Society to the relief of the surviving relatives, which formed the first instalment of that comprehensive system of relief, of which this valuable Society has since been the dispenser; which, with God's blessing accompanying it, has been the instrument for conveying solace and comfort to so many a widowed breast, and which has lightened the heart and countenance of so many an honest mariner cast houseless and homeless on the world's wide stage by the fury of the pitiless storm.

From that period the importance and resources of the Society have been progressive until now, when its annual income averages 9,000*l.*, its Honorary and other Members number 51,500, and it possesses nearly 500 Honorary and other Agents throughout the United Kingdom. In the 16 years since its first formation, it has afforded relief to 14,442 widows, orphans, and aged parents of drowned fishermen and sailors, besides aiding 38,064 shipwrecked persons.

The character of the relief afforded by this Society is as follows:—

1st. It boards, lodges, and conveys to their homes, "all destitute shipwrecked persons" to whatever country they may belong, through the instrumentality of its Agents.

2nd. It affords temporary assistance to the widows, parents, and children of all mariners and fishermen who may have been drowned, and who were members of the Society.

3rd. It gives a gratuity to mariners and fishermen, who are Members, for the loss or damage of their clothes or boats. The membership of the Society is obtained by an annual subscription of 2*s.* 6*d.* to its funds.

The following memorandum and scale, which was sometime since published by the Society, explain the manner and amount of the relief afforded to persons eligible for it:—

"It has been resolved by the Committee of Management, with a view of impressing upon the fishermen and seamen the benefits derived by them from the benevolent operations of the Charity, and to encourage them

to a more steady payment of their subscriptions, that the subjoined graduated scale of relief be adopted and published.

"But as the ability of the Society to grant relief on so liberal a scale must necessarily depend on the continuance of the subscriptions of the charitable public, it becomes important that the Committee, in promulgating their intentions, should guard themselves against thereby establishing any claim as a matter of *right*, though they resolve to use every exertion in their power, fully to carry out the scale now adopted, *subject to the state of the funds*, and always with strict reference to the number of years the Member has subscribed.

"The Widow of a Member of one year's standing, he being a Member at the time of the accident, will, in case her husband lose his life in pursuit of his calling, be relieved with 3*l.*; and 5*s.* for every additional year of Membership; Orphans under 14 years of age 15*s.* each; and 1*s.* 3*d.* for every additional year of Membership. Parents, when there is no widow or orphans, the same as widows, if *they were dependent*. Fishermen, Members, losing their boats, nets, or clothes by wreck, 30*s.* Mariners, Members, losing their clothes by shipwreck, 30*s.* The fishermen and mariners to receive 2*s.* 6*d.* additional for each year of Membership.

"Widows whose husbands were either drowned or killed, who may have received temporary relief, having orphan children under 14 years of age, are at liberty to apply for further relief through an Agent, but such application is not to be made within twelve months from the first grant.

"In addition to the foregoing advantages which peculiarly attach to the Members of the Society, it is to be borne in mind, that they partake in common with *all* their shipwrecked brethren of the blessings of the Charity, which boards, lodges, and conveys to their homes *all destitute shipwrecked persons*, and that on these occasions also, every attention is paid to the circumstance of Membership or not, when any distinction can be made."

The scale above referred to is as follows:—

| Number of Years a Member | SCALE OF TEMPORARY RELIEF TO BE GRANTED TO | | | | | | Amount of Subscription paid up by Member. |
|--------------------------|--|----------------------|-------------------------|---------------------------|--------------------------|---|---|
| | Widow or Parents Dependent. | Widow and One Child. | Widow and Two Children. | Widow and Three Children. | Widow and Four Children. | Fishermen or Mariners for loss of Boats or Clothes. | |
| 1 | 3 0 0 | 3 15 0 | 4 10 0 | 5 5 0 | 6 0 0 | 1 10 0 | 0 2 6 |
| 2 | 3 5 0 | 4 1 3 | 4 17 6 | 5 13 9 | 6 10 0 | 1 12 6 | 0 5 0 |
| 3 | 3 10 0 | 4 7 6 | 5 5 0 | 6 2 6 | 7 0 0 | 1 15 0 | 0 7 6 |
| 4 | 3 15 0 | 4 13 9 | 5 12 6 | 6 11 3 | 7 10 0 | 1 17 6 | 0 10 0 |
| 5 | 4 0 0 | 5 0 0 | 6 0 0 | 7 0 0 | 8 0 0 | 2 0 0 | 0 12 6 |
| 6 | 4 5 0 | 5 6 3 | 6 7 6 | 7 8 9 | 8 10 0 | 2 2 6 | 0 15 0 |
| 7 | 4 10 0 | 5 12 6 | 6 15 0 | 7 17 6 | 9 0 0 | 2 5 0 | 0 17 6 |
| 8 | 4 15 0 | 5 18 9 | 7 2 6 | 8 6 3 | 9 10 0 | 2 7 6 | 1 0 6 |
| 9 | 5 0 0 | 6 5 0 | 7 10 0 | 8 15 0 | 10 0 0 | 2 10 0 | 1 2 6 |
| 10 | 5 5 0 | 6 11 3 | 7 17 6 | 9 3 9 | 10 10 0 | 2 12 0 | 1 5 6 |
| 11 | 5 10 0 | 6 17 6 | 8 5 0 | 9 12 6 | 11 0 0 | 2 15 0 | 1 7 0 |
| 12 | 5 15 0 | 7 3 9 | 8 12 6 | 10 1 3 | 11 10 0 | 2 17 6 | 1 10 0 |
| 13 | 6 0 0 | 7 10 0 | 9 0 0 | 10 10 0 | 12 0 0 | 3 0 0 | 1 12 6 |
| 14 | 6 5 0 | 7 16 3 | 9 7 6 | 10 18 9 | 12 10 0 | 3 2 6 | 1 15 6 |
| 15 | 6 10 0 | 8 2 6 | 9 15 0 | 11 7 6 | 13 0 0 | 3 5 0 | 1 17 0 |
| 16 | 6 15 0 | 8 8 9 | 10 2 6 | 11 16 3 | 13 10 0 | 3 7 6 | 2 0 0 |
| 17 | 7 0 0 | 8 15 0 | 10 10 0 | 12 5 0 | 14 0 0 | 3 10 0 | 2 2 0 |
| 18 | 7 5 0 | 9 1 3 | 10 17 6 | 12 13 9 | 14 10 0 | 3 12 6 | 2 5 0 |
| 19 | 7 10 0 | 9 7 6 | 11 5 0 | 13 2 6 | 15 0 0 | 3 15 0 | 2 7 6 |
| 20 | 7 15 0 | 9 13 9 | 11 12 6 | 13 11 3 | 15 10 0 | 3 17 6 | 2 10 0 |
| 21 | 8 0 0 | 10 0 0 | 12 0 0 | 14 0 0 | 16 0 0 | 4 0 0 | 2 12 6 |

It will have been observed that a leading feature in the structure of this Society is, that it is in part supported by the subscriptions of the seamen themselves, and partly by the contributions of the benevolent; and that so also the relief which it affords is not altogether of a gratuitous character, except in the case of shipwrecked men sent to their homes, who are not Members; yet those Members of the Society who are relieved, or those widows and orphans who are so, receive a much larger return for the annual subscription of 2s. 6d. than they otherwise could do, by means of the contributions of the charitable public, and of the gratuitous services of the Honorary Agents, a body of gentlemen whose services are of so important a character, that without their aid such a Society could scarcely exist, or, at least, could not extend its sphere of action over a whole kingdom.

Now we look on this mixed character of the assistance afforded by the Society as a most happily devised thing; and that apart from the fact of a much larger sum being thus obtained for effecting the objects of the Society. On the one hand, it is not creditable for a person who is able to help himself, and to provide against adversity, to leave all to be done for him by the charity of the benevolent; whilst, on the other hand,

none of us can afford to stand independent of each other in this world. God has bound us all together in a social chain, no link of which we may with impunity disrupt; and neither can we be too niggardly to give or too proud to receive, without an infringement of that sacred law which commands us to love one another, or without acting in disobedience to those everlasting principles which unite all the sons of men into one family, the children of the God of love.

In advocating the claims of this Society, we say then to the public generally, to the affluent in particular, you can find no more just claimants on that superfluity of this world's goods with which God has blessed you, that you may be his almoners, than those who have, by His dispensation, been brought to poverty and woe; and this Society, through its excellent organization, will insure you a judicious and impartial distribution of your aid.

To the seamen of our country we say, subscribe all of you; you know not but that yourselves, or those near and dear to you, may one day need the Society's aid. If you should do so, you will have the proud satisfaction of putting your own shoulders to the wheels, which shall then carry you or them through a period of distress, and you will feel yourselves far above the degrading

position of the mendicant, who ever cries give! give! but is never willing to labour or do aught in return. If you or yours should never need such aid, you will have the grateful sense of having benefited your own brethren in their affliction; and we need not remind you who has said, "Inasmuch as ye have done it to one the least of these, ye have done it unto me."

PARIS UNIVERSAL EXHIBITION.

MODEL LIFE-BOATS, &c.

WE annex a list of the various models and other articles which have been transmitted by the Royal National Life-boat Institution to the Paris Universal Exhibition.

I. We are glad to understand that these articles form not the least objects of attraction at the Exhibition, and that the attention of the Government of the Emperor has been specially directed to the same, with the view to the introduction of such of them as may be deemed available for the French coast. Indeed, an inspection of these interesting models cannot fail to impress on every visitor the vigorous efforts that are now being made on the coasts of the United Kingdom to save life from shipwreck; and that the gallant men themselves, who are instrumental in rescuing the lives of their fellow-creatures from a watery grave, are provided with every means of security to enable them to accomplish their humane undertaking.

It will be observed, that amongst the articles exhibited are specimens of the gold and silver medals of the Institution. It was stated that, on the occasion of the recent visit of Queen VICTORIA to the Emperor of the French, a sailor was seen to be decorated with several medallions presented to him for saving life from shipwreck; and that his presence excited amongst the populace a marked feeling of respect. Similar cases of heroism never failed to call forth a like feeling of admiration from the people of ancient Rome and Greece; and we trust that the medallions of the Royal National Life-boat Institution, and other kindred societies, will continue to be more and more appreciated in our own land.

I. Model Life-boat and Carriage, as now adopted by the Royal National Life-boat Institution, and stationed on many parts of the coasts of the United Kingdom.—Inventor, JAMES PEAKE, Esq., Assistant Master-Shipwright in Her Majesty's Dockyard, Woolwich. Length of life-boat, 30 feet; width, 7½ feet; depth, 3¼ feet. This life-boat possesses, in the highest degree, all the qualities which it is desirable that a life-boat should possess, viz:—1. Lateral stability. 2.—Speed against a heavy sea. 3. Facility for launching, and for taking the shore. 4. Immediate self-discharge of any water breaking into her. 5. The power of self-righting if upset. 6. Strength. 7. Stowage-room for a number of passengers.—Builders, Messrs. FORRETT, Life-boat Builders, Limehouse, London. Life-boat Carriage.—Inventor, the late Col. COLQUHOUN, Royal Artillery (slightly modified).—Builders, Messrs. RANSOME and SIMS, Carriage-builders, Ipswich, Suffolk.

II. Model Life-boat.—Inventor, JAMES BEECHING, Boat-builder, Great Yarmouth. Length, 36 feet; breadth, 9½ feet; depth, 3½ feet. This model gained the premium of one hundred guineas offered by Rear-Admiral His Grace the DUKE of NORTHUMBERLAND, K.G., President of the Royal National Life-boat Institution, in 1851, for the best model of a life-boat. This model has since been presented by His Grace to the United Service Museum, Whitehall.

III. Model Life-boat.—Inventor, the late GEORGE PALMER, Esq., Nazing-Park, Essex. Length of life-boat, 26 feet; breadth, 6¾ feet; depth, 3½ feet. Life-boats on this plan were for many years adopted by the Royal National Life-boat Institution. Some of these boats have been stationed on the coast of France.

IV. Model Life-boat and Carriage. Stationed at West Hartlepool Docks. Life-boat (old model). Length, 30 feet; breadth, 10¼ feet; depth, 3¾ feet. Carriage.—Inventor, RALPH WARD JACKSON, Esq., Greatham-Hall, West Hartlepool. The models, which are of a superior character, have been presented by Mr. Jackson to the Royal National Life-boat Institution.

V. Specimens of the gold and silver

Medals awarded by the Royal National Life-boat Institution for distinguished services performed at personal risk, in saving life from shipwreck.

VI. Copies of the Wreck Charts of the British Isles for 1854, compiled from the Admiralty Register of Wrecks, to which is attached a brief account of the objects and operations of the Royal National Life-boat Institution.

VII. Travelling Life-buoy, used in conjunction with the Rocket or Mortar apparatus, to convey persons from stranded vessels to the shore.—Inventor, Commander THOMAS KISBEE, R.N.

VIII. Cork Life-belt, as now supplied to the crews of the life-boats of the Royal National Life-boat Institution and others.—Inventor, Commander J. R. WARD, R.N., Inspector of Life-boats to the said Institution.

IX. Cork Life-buoy, as supplied to all the life-boats of the Royal National Life-boat Institution.—Maker, Mr. JOSEPH BIRT, 4, Wellclose Square, London.

X. Specimen of Boots, for the use of crews of life-boats, fishermen, and other boatmen.

XI. Specimen of Self-acting Valve, to free life-boats of any water that may leak or ship into them. These valves are placed in all the life-boats of the Royal National Life-boat Institution.

REVIEWS OF BOOKS.

“Losses at Sea: their Causes and Means of Prevention, embracing several other subjects of importance for the Safe Navigation of Vessels.” By J. H. RIDLEY, Master in the Merchant Service. London, published for the Author, 1854. Sold by R. H. LAWRIE, 53, Fleet Street.

THE book of which the above is the title is the production of an experienced Master in the Merchant Service anxious to promote its welfare; having, as he states in his preface, “long observed the want of a work that treated thoroughly and practically on the real causes of losses and accidents to vessels, the proper means of prevention, and the best expedients to adopt when casualties happen, he is induced to publish his own practical

experience and observation on those matters, the results of thirty years’ practice whilst trading in different parts of the world.”

We have carefully perused this work, and we are of opinion that the mercantile world, and the commanders and other officers of merchant vessels in particular, are much indebted to its author for the many valuable suggestions and much useful information contained in it. We are not disposed to overrate the value of theoretical knowledge in so thoroughly practical a matter as seamanship; we know that it is not to be learned by book, but only by close and long-continued observation, and by practical experience in executing and commanding; and that even with all those advantages and opportunities many men never become good seamen, being deficient of a certain aptitude for the sea and seamanship which appears to be intuitive.

On this point the author coincides with us, but he justly states that there are probably “few masters who would not be glad to avail themselves of the opinions of others when they happen to be placed in situations of emergency, especially if both parties agree in their ideas on the same point; that it is as good as having two chronometers on board to trust to.”

We entirely agree with this opinion, and we trust that this most useful book will be extensively circulated and studied by the masters and mates in our merchant service, which we are satisfied would be attended with much advantage to the great majority of them; as it would also to their owners, who we recommend to peruse it themselves, and to supply it with the charts, sailing directions, &c., as part of the furniture of their ships.

That masters and mates in the merchant service would not be ready to avail themselves of opportunities to learn the opinions of any of their most experienced brethren, in such a form, we do not believe; that very many who have not the same amount of knowledge and experience will be much benefited by the opportunity is amply testified by the records of our merchant navy up to the present moment, with its enormous periodical losses, very many of them arising

from ignorance and carelessness of one kind or another; but the fact is that no books of this character, containing the registered experience of practical men, have hitherto been published that we are aware of, and we therefore hail the appearance of this one with the more pleasure, trusting that it may be considered to indicate that the officers of our merchant service are becoming thinking and writing men as well as practical men.

The subjects included in this book are as numerous as the various accidents and dangers to which ships are subject at sea, and as the expedients and precautions which can be adopted to prevent them or to counteract their effects. Our space will only allow us to select a few short passages under different headings, sufficient to show the general character of the book; we trust, however, that many into whose hands this brief notice may fall will procure and read it for themselves.

When in danger of Collision with other Vessels.—"Keep the ship under commanding sail, so that she may answer her helm as quick as possible. When once decided what course to take, act with promptitude. Keep a good hand at the helm. Never attempt to cross a ship's hawse when it is possible to get under her stern.

After Collision.—"When separated, keep as near one another as is consistent with safety, and show a light, whether it be to procure assistance, or to show readiness to assist the other vessel if required. Great risk is sometimes incurred by leaving the ship too hastily before the extent of damage is ascertained. A bad ship is often safer than the generality of boats in a heavy sea. There ought to be some severe punishment to meet cases where those in fault after collision, run away to avoid detection, leaving the other vessel in distress or sinking. There can be no doubt but that many of those ships which are never again heard of are lost in this manner."

Stranding.—"The principal cause is neglect of proper attention to the lead; for let the errors of reckoning or of judgment in calculating the ship's position proceed from what causes they may, attention to the soundings is the surest, if not the only way of

preventing such accidents when they proceed from ignorance of the ship's true position."

Anchoring.—"The greatest number of the merchant ships sailing the seas have not anchors and cables of sufficient weight and strength; and few or none of them have cables long enough to ride out a gale in a heavy sea with any degree of safety."

Cargoes Shifting.—"Ships loaded with cargoes liable to shift, such as grain, seed, &c., stowed in bulk, run great danger, for they cannot be prevented from shifting in some cases, on account of the cargo shrinking so much before an opportunity may occur to get it trimmed close up to the decks again. The danger lies in shifting, and the ship in consequence getting too much list and so becoming unmanageable, when, should she make ever so little water, the risk is added to for want of bilge-pumps, which would have saved many ships with such cargoes. No ship is safe at sea, when the cargo has shrunk 12 inches below the decks; and the first opportunity should be embraced to get it trimmed tightly up to the deck again."

Pumps Choking.—"Pumps frequently get choked through particular kinds of cargoes and ballast in ships, when the pump-wells are in bad order, or the ceiling too open, which allows the cargo to get to the pumps; the result is that ships are frequently lost from this cause, not through the quantity of water they make, but the want of means to get it out. The pump gear should be all fitted up in the simplest but strongest manner, and so that it may be easily repaired. It is a bad time to have to repair the boxes, &c., at night-time, in bad weather, and in a leaky ship. Copper nails should be used for the boxes, as the iron ones soon rust and corrode. They should be frequently examined, and a proper place set apart for keeping them in."

Leakage.—"All ships should be fitted with bilge-pumps, particularly those that are flat in the bottom; as a great number of ships are lost, not through the quantity of water they make, but for want of the means to get it pumped out; and in cases of cargoes of grain shifting, these pumps would frequently be almost the only chance of

saving the ship. I had been at sea myself about 12 years before I knew what a tight ship was, and in some cases it was either pump or sink with us."

Fires.—"The tops of the-houses on deck might be constructed so as to form rafts, in cases of boats being stove, swamped, or not being sufficient in number (on these occasions). Much could be done in this way at little or no expense for the safety of life in cases of emergency, when building new ships, instead of expending so much money and labour, as is frequently done, on fantastical decorations in parts of the ship where it is of no consequence for either the safety or comfort of passengers."

Cap sizing.—"The heavy part of mixed cargoes should be kept as low as possible. There is a great deal in this, as the most dangerously-built ships could be made comparatively safe, if they always had sufficiently heavy weight in their bottoms."

Deeply-laden.—"The important matter of loading vessels should not be left to the discretion of any sordid shipowner, who probably knows nothing about the sea, and who has nothing to lose if the ship is lost; but, on the contrary, might be a great gainer. The underwriters of the ship and cargo—the lives of the crew and the support of their families dependent on them—are frequently at the mercy of any shipowner, who however can get his ship and freight insured almost anywhere. Masters are seldom left to their own judgment in this matter, without incurring the risk of displeasing their owners on their return, and frequently have their orders beforehand for taking in so much cargo."

Rigging.—"Many a new ship is sent to sea, rigged in a manner that it is almost impossible for the most skilful master and crew to work properly, if they fall in with contrary winds, bad weather, dark nights, &c., before they get time and favourable weather to get things put properly in their places."

Compasses.—"Although compasses are of the greatest importance for the safety of vessels, they are generally of the most common kind in coasters and ships sailing in narrow navigations, where they ought to be of the most improved construction, as an

error of one point, or less, might often prove the loss of a ship. The fact is, they are generally made to sell, and not to sail by."

Soundings.—"I have not the least hesitation in saying, that hundreds of ships and lives are lost annually through neglect of this important and necessary duty."

Charts and Books.—"All charts, before being allowed to be sold, should be examined by proper parties appointed by Government. They should also be stamped, as a guarantee of their correctness. Owners and underwriters should see that the best charts and books for the voyage are on board, and should not depend on masters providing themselves. The expense is trifling for owners, but heavy for masters constantly sent on different voyages, out of the miserable pay with which some of them have to make a respectable appearance, so as not to disgrace their country in the eyes of foreign merchants. At present, many ships and valuable cargoes are entrusted to masters that have only one chart and book for the voyage, and that perhaps the most erroneous that is published."

Apprentices.—"It is a mistaken notion in parents to send their sons to sea in large ships in the India trade, or on long voyages, to learn the duties of a seaman thoroughly and quickly, so as to fit them for the command or charge in a ship. They ought to send them in coasters, or ships accustomed to trade to particular places, where they would frequently see as much practice in one day in working a ship, as they might have in months, sometimes, in long voyages. More, probably, might be learned in a voyage round the United Kingdom, than in a voyage round the world. Those who have most opportunities of learning to manage and take care of a ship, when there are most risks, will make the most skilful masters."

Iron Ships.—"Vessels should always have two or more water-tight bulkheads, close forward, to prevent loss in case of collision with ships or ice."

Rocks.—"A great many of the rocks and small shoals on our coasts might be soon and easily removed, which are often at present the causes of loss and damage. Such rocks as the Wolf, and Rundlestone, &c.,

should have been removed long ago. Matters of this sort are of more importance to the country than the discovery of a N.W. passage, which has cost so much money and so many lives, and which, if known, no one would venture through."

Conclusion.—"I hope we may long continue to deserve the name we have hitherto borne, of safe carriers on the seas; but should we begin to lose many of our ships at times when there are no risks but what might be avoided, merchants and passengers will soon lose the confidence they have had in British vessels; and now that our carrying trade is open to the competition of all the world, we must endeavour, by using every possible means, to keep the lead, both in *speed and safety.*"

The above extracts have been taken promiscuously from various parts of the work: we have extracted them to a greater extent than we at first proposed; but perhaps we could not occupy our pages more advantageously than with so much of the practical, useful matter with which Mr. RIDLEY'S book in every part abounds.

MEETINGS OF THE COMMITTEE.

Thursday, 29th March, 1855. THOMAS BARING, Esq., M.P., in the Chair.

Read and confirmed the Minutes of the previous Meeting, and those of the Finance and Correspondence and the Wreck and Reward Sub-Committees.

Read and approved a draft of the Annual Report of the Institution, and directed that the Balance Sheet be referred to Mr. BEGBIE, the Auditor.

Decided that the Annual Meeting of the Institution be held at the London Tavern, on Thursday, the 26th April next.

Elected GEORGE HOLGATE FOSTER, Esq., a Vice-President of the Royal National Life-boat Institution, in virtue of his liberal contributions in aid of its funds.

Resolved—

1. That authority be given to the Trustees to sell from the funded capital of the Institution a sum not exceeding 1200*l.*

2. That a grant of 50*l.* be made in aid

of the Gorleston (Norfolk) boatmen's life-boat.

3. That an application be made to the Board of Ordnance for two complete sets of MANBY'S 24-pounder mortar life-preserving apparatus, on behalf of the Ramsgate Royal Harbour Commissioners, who had decided to supply each of their two towing-steamers with the apparatus, to enable their life-boat promptly to effect a communication with stranded vessels on the Goodwin Sands.

Approved of a draft of a letter to be addressed to the Life-boat Branches of the Institution, calling their particular attention to the advantages that would be derived by their life-boat crews enrolling themselves members of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society.

Read letter from J. RODWELL, Esq., of Alderton Hall, Suffolk, transmitting 9*l.* 6*s.* 6*d.*, being the amount realised from the sale of the materials of the Woodbridge Haven life-boat house, it having been decided to discontinue it as a life-boat station. The life-boat, which was built by the late Mr. PLENTY, of Newbury, belonged to the Suffolk Humane Society, which became defunct some years ago. Mr. RODWELL also desired to call the attention of the Committee to the records of the Aldeburgh district of that Society, embracing a period of 28 years, namely, from 1822 to 1850. During that time the life-boats and the life-preserving apparatus of the district had been instrumental in saving the lives of 122 shipwrecked persons, and of rescuing from destruction, and of giving assistance in distress to, 26 vessels.—To thank Mr. RODWELL for his communication and contribution, and to express the satisfaction of the Committee with the interesting facts which he had adduced respecting the services of the means used on the Aldeburgh district to save life from shipwreck.

Voted 3*l.* 10*s.* to the crew of the lugger *Ocean Surge*, for their services to the crew, consisting of 10 men, of the brig *Henrietta*, of Brémen, from Bremen to St. Jago de Cuba, which, in a strong wind and heavy swell, had got on the Kentish Knock Sand, near Margate, on the 17th Jan. last.

Also 8*l.* to the crew of the Anglesey life-

boat, stationed at Rhoscolyn, for their services to 17 out of 18 of the crew of the ship *Southern Cross*, of Liverpool, which, during a S.W. gale and thick weather, was totally lost near that station on the 16th March last.

Also 1*l.* to 2 men for putting off in a shore boat to the assistance of 2 men belonging to a barge which had sunk in the river between Barmouth and Dolgelly, on the 22nd March last.

Also 1*l.* to DAVID SULLIVAN, pilot, for his services on the occasion of the wreck of the barque *Choice*, of North Shields, in Ballycotton Bay, on the coast of Cork, on the 16th Feb. last.

Thursday, 26th April, 1855. The Annual General Meeting of the Royal National Life-boat Institution, was held this day at the London Tavern, His Grace the President, the Duke of NORTHUMBERLAND, K.G., in the Chair. The Meeting was numerous and influentially attended, and the following Resolutions, after having been moved and seconded by the several speakers in appropriate addresses, were carried unanimously.

Moved by Captain J. SHEPHERD, H. C. S., Deputy Master of the Trinity House, and seconded by SAMUEL GREGSON, Esq., M.P.,

1. That the Report now read be adopted and circulated.

Moved by JOHN MASTERMAN, Esq., M.P., and seconded by WILLIAM COTTON, Esq., late Governor of the Bank of England,

2. That this Meeting, recognizing the national importance of the Royal National Life-boat Institution, and the benefits which have resulted to the cause of humanity from its long-continued and successful exertions, pledges itself to use its best influence to increase the resources of the Society.

This Meeting further desires to express its sincere regret that, notwithstanding the large number of lives that have been saved during the past year through the direct agency of the life-boats of the Institution and other means, upwards of 1500 persons perished from shipwreck within the same period on the coasts of the United Kingdom—a circumstance which more loudly than

ever demands the renewed and increasing exertions of the National Life-boat Institution, which may thus, under God, be the instrument of lessening much of the misery which such a large sacrifice of human life must necessarily cause.

Moved by T. M. WEGUELIN, Esq., Governor of the Bank of England, and seconded by the Rev. WILLIAM YATE of Dover,

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

Moved by THOMAS BARING, Esq., M.P., Chairman, and seconded by FRANCIS WILSON, Esq.,

4. That the very cordial thanks of this Meeting be given to His Grace the Duke of NORTHUMBERLAND, K.G., President of the Society, for his able conduct in the Chair, and also for the continued kind interest which he takes in the welfare of the Royal National Life-boat Institution.

Thursday, 3rd May, 1855. His Grace the Duke of NORTHUMBERLAND, K.G., in the Chair.

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

Decided that the offer of the Dover Life-boat Committee, to transfer their life-boat to the Royal National Life-boat Institution, be accepted, and that the boat be brought to London, and altered to Mr. PEAKE's plan.

Read letter from a Miss DIX, an American lady, dated the 31st March, stating the services that the life-boats which she and some other benevolent persons had placed on the coasts of some British possessions in that country, had rendered to shipwrecked crews and passengers.—To be acknowledged.

Resolved—

1. That the life-boat stationed at 31 Tower, Rye, Sussex, be replaced.

2. That a new life-boat be stationed at Hauxley, in lieu of the one there at present, which was found unsuitable for the locality.

3. That a suitable carriage be supplied

forthwith to the large life-boat stationed at Appledore, Devon.

4. That the life-boat now at Kilmore, Wexford, be replaced.

5. That a pair of experimental waterproof boots be supplied for trial to each coxwain of 12 life-boat stations.

6. That a set of life-boat carriage harness be furnished to the life-boat station at Skerries, county Dublin.

7. That the Inspector be authorized to proceed on a tour of inspection of the life-boats on the coasts of Somerset, Devon, Cornwall, and Dorset.

Read letter from the FRENCH AMBASSADOR, of the 29th March, transmitting some particulars of the cases in which the Imperial Government had recently granted rewards to British sailors for their services to the crews of French vessels in distress. These cases are given in detail in the *Life-Boat Journal*, No. 17, p. 67.

Voted 9*l.* to the crews, of 18 men, of two fishing cobses, for saving the crew, consisting of 7 men, of the schooner *Elizabeth*, of Bideford, which, through stress of weather, had been driven on shore near the coast-guard watch-house, Robinhood's Bay, on the 15th March last.

Also 2*l.* to GEORGE BIRCH, pilot, and 3*l.* to his crew of 3 men, for their assistance to the crew and passengers, consisting of 62 persons, of the American ship *Joseph F. Votsom*, iron laden, which was totally wrecked off Lundy Island, Bristol Channel, on the night of the 14th April last.

Also 22*l.* to the crew, 11 men, of the Broadstairs lugger *Fame*, for rescuing 5 out of 6 of the crew of the brig *Thomas and Adah*, of Middlesborough, which was wrecked on the Goodwin Sands on the 20th March last. The men had first attempted to go off in the Broadstairs life-boat, but they were unable to make way in her against a head wind. They then put off in the lugger, in which they were employed 15 hours.

Also 5*l.* to a boat's crew of 5 men for saving the crew, consisting of 5 persons of the schooner *Young Hunter*, which during a S.S.E. gale of wind struck on the bar of the Isle of Whithorn on the 15th March last.

Also the silver medal to Mr. F. F. M. STRONG, master R.N, in lieu of the one voted to him in March 1833, which he had lost, for his services to the crew of the brig *Erin*, of Liverpool, which had been wrecked near Plymouth in that month and year.

Also 12*l.* to the crew, 12 men, of the Bridlington life-boat, for saving the crew, consisting of 7 persons, of the schooner *Albion*, of Weymouth, which was stranded near Bridlington on the night of the 21st March last.

Also 10*s.* to a young man named FEEN, who, with a rope, rendered some assistance to the crew of a boat which had been dashed to pieces in Dunny Cove, on the coast of Kerry.

Also 2*l.* to THOMAS WHELAN, and 12*l.* to his boat's crew of 12 men, for their services in a boat to the crew, of 5 persons, of the brig *Good Hope*, of Waterford, which had, during a gale of wind, been totally wrecked near Helwick Head, coast of Waterford, on the 21st March last.

Thursday, 7th June, 1855. His Grace the Duke of NORTHUMBERLAND, K.G., in the Chair.

Read and confirmed the Minutes of the previous Meeting, and those of the Finance and Correspondence and the Wreck and Reward Sub-Committees.

Elected JOHN ANGERSTEIN, Esq., a Vice-President of the Royal National Life-boat Institution, in virtue of his munificent donation of 100*l.* in aid of its funds.

Resolved—

1. That a house be built forthwith for the life-boat stationed at Penzance.

2. That the life-boat about to be removed from Hauxley be transferred to Bridlington, on the Yorkshire coast.

3. That a 30-feet life-boat, on Mr. PEAKE's design, be ordered to be built for Drogheda; and that a carriage and house be provided for the boat.

Reported that the boat returned from Boulmer had been repaired and transferred to Thorpness, Suffolk.

Mr. PEAKE reported that he had this day been present at the harbour trial of the life-boat built for Vera Cruz, by the Messrs.

FORREST, on his plan, under the sanction of the National Life-boat Institution. The boat is 32½ feet long. The trial was satisfactory in every respect.

Read letter from Commander KISBEE, R.N., of Great Yarmouth, of the 26th June, transmitting a description of his life-buoy or float, which was represented to have been instrumental in saving many lives on the coast.

Voted 3*l.* 10*s.* to the crew of 7 men of the Coastguard at Galloways, near Folkestone, for their services with a hawser life-buoy and life-lines, to 9 persons, consisting of the crew of 5 men and 4 beachmen, of the schooner *Brothers* of Whitby, which, during a S.W. gale, became a total wreck near that place on the 9th May last.

Also 5*l.* 10*s.* to 11 men, for their services on going off in the Lytham life-boat with the view of rendering assistance to the crew of the flat *John*, of Freckleton, which, during a gale of wind, drifted on the Horse Bank. The tide being on the ebb, the crew refused to leave the vessel; the life-boat then returned to her station, but went back again at the following tide to the scene of danger. The flat by this time had temporarily been repaired by her crew, and the weather having moderated, she was got off.

Also 1*l.* 15*s.* to the crew of the life-boat at Llanelly for putting off to the assistance of the crew of the ship *Elizabeth*, which was observed to be in a dangerous position off the Holmes on the 8th March last. The ship, however, got out of danger before the life-boat approached her.

Also 1*l.* to a boat's crew, of 2 men, for their assistance to 6 persons who were upset during squally weather from two boats on Bantham Bar, Salcombe, Devon, on the 26th April last.

Also 2*l.* 10*s.* to a boat's crew, of 5 men, for their services to 1 out of 3 persons who were upset from a boat near Cape Clear on the 26th March last. One man and a female perished on the occasion.

Also 2*l.* to a boatman named JOHN JONES, for saving, in a small dingey, on two trips, 5 persons who were thrown out of a passage-boat in the river Severn, on the 30th April last. Seven lives were lost by the accident.

Also 3*l.* to a boat's crew of 4 men, for having saved 3 out of 5 persons belonging to a salmon coble, which upset on the Black Rocks, Ballintrae, county Donegal, on the 16th April last. Two men lost their lives.

LEASES OF LIFE-BOAT HOUSES.

ALTHOUGH, considering its benevolent object, the small site of ground that is usually required to build a life-boat house on is not likely frequently to become the subject of litigation, yet the Committee of the Royal National Life-Boat Institution have been occasionally requested by its branches to furnish them with information respecting the party in whose name the lease of a life-boat house should be prepared.

A question of this character was recently submitted to them; and in order to remove any further misgivings on the point, it was decided to obtain counsel's opinion on the matter. That opinion has been promptly and gratuitously given by FRANCIS BRODIGAN, Esq., of the Middle Temple, London, and of Pilton House, Drogheda. He himself takes much interest in the establishment of life-boats, and the extension of harbours of refuge and light-houses, on the north-east coast of Ireland. He is now actively engaged, in conjunction with several local gentlemen, in stationing a life-boat at Drogheda, in connection with the above-named Institution.

Mr. BRODIGAN's opinion is as follows:—

“ I have read the solicitor's letter from ———, of the 6th August, 1855, in reference to the question therein raised as to the proper party to act as lessee of the ground about to be given for the site of a boat-house at ———, and am of opinion that it should be made to the trustees of the funds of the Royal National Life-Boat Institution. When societies for public purposes, such as building or others, are constituted by Act of Parliament, express powers are generally given which designate the parties by whom and to whom leases and other instruments are made and granted, who are, in most cases, the trustees of such societies.

“ In the clubs of London, and other self-constituted societies, the same rule is gene-

rally followed; and as the Royal National Life-Boat Institution and its branches are so far analogous, not being legally incorporated, I should say that the proper party or parties to whom leases of ground for life-boat-houses should be made, would be to any or all of the trustees of the Institution.

(Signed) "FRANCIS BRODIGAN."

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

MOELFRE, ANGLESEY.—A new life-boat has been recently stationed at Moelfre, a fishing village, on the north-eastern coast of the island of Anglesey, in lieu of the former life-boat stationed there, which has been removed to replace a worn-out boat at the neighbouring station at Cemlyn. It was built at the joint expense of the National Life-boat Institution and the Local Association, the former having contributed 50*l.* towards its cost. The fittings of this boat are of a novel character in several respects. She was designed by Captain SKINNER, R.N., the Government Superintendent of packets at Holyhead, at which place she was built. She has some important advantages, is undoubtedly the best life-boat on the Anglesey coast, and we have no doubt will do credit to her constructors. Her dimensions are, extreme length, 28 feet; breadth, 7 feet; depth, 2 feet 6 inches, with 1 foot 9 inches sheer of gunwale. She is fitted to row either with six oars single banked, or 12 oars double banked.

Her chief peculiarities are: 1st. Her side air-cases, which are detached hollow boxes, are made with strips of ratan cane, covered with canvas on a patented plan of a Mr. DAVIS, of Southampton. 2nd. She is fitted with a series of hollowed wooden floor-tanks, which supply the place of a deck, and which may be filled, if thought advantageous, with sand or other material as extra ballast. Her 3rd peculiarity, is the manner in which her relieving tubes are fitted with plugs, which are of a simple, inexpensive, and durable character; they are not self-acting, but they can be withdrawn instantly by the crew without removing from their seats, on ship-

ping a sea, and they are perfectly water-tight, which we suspect that no self-acting valve can be made to be. She is not built to self-right. Her ballast consists of an iron keel band of $\frac{3}{4}$ cwt., and the wooden floor-tanks, which when empty, weigh 2 $\frac{3}{4}$ cwt. Her total weight, including fitting and gear, is 23 $\frac{1}{2}$ cwt. only. She is thought very highly of by her crew.

FISHGUARD.—A new 30-feet life-boat, on Mr. PEAKE'S design, with some recent modification and improvement in form, has been stationed at Fishguard, on the southern part of Cardigan Bay, in Wales, at the joint expense of the National Life-boat Institution, and local contributions. Wrecks having been frequent in this locality, the inhabitants of Fishguard and its neighbourhood determined on providing themselves with the best description of life-boat that could be procured. A Committee was accordingly formed to make the necessary arrangements for carrying their humane object into effect, of which the Rev. C. H. BARHAM, of Trecwn, was elected Chairman, a gentleman possessed of large fortune, and of the still more valuable gifts—a liberal mind and philanthropic disposition. The Committee at once communicated with the National Life-boat Institution, and having raised a very liberal subscription in the neighbourhood, amounting to 193*l.* Fishguard was admitted as a branch of the Institution, which undertook to supply a life-boat and carriage, and to make up the required amount for the construction of the same.

The life-boat was conveyed to her station in August last, gratuitously, so far as Haverfordwest, by the Great Western and South Wales Railways. She was shortly after taken off on trial in a rough sea, the inspector of life-boats to the Institution, and some members of the local Committee being on board, when she afforded general satisfaction, and gave promise of possessing every quality which a life-boat requires.

A commodious and substantial house has been erected, in which to keep the boat and her stores; and the establishment bids fair to be one of the most efficient in connexion with the Institution.

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.

THOMAS BARING, Esq., M.P., V.P., Chairman.

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

Vice-Admiral BOWLES, C.B.
 Captain C. R. D. BETHUNE, R.N., C.B.
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 Rear-Admiral BERTIE C. CATOR.
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 Commander FRANCIS W. ELLIS, R.N.
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 Rev. C. B. GRIBBLE, M.A.
 Capt. W. H. HALL, R.N., C.B., 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. HILLARY, Bart.
 EDWARD HURRY, Esq.
 Captain E. A. INGLEFIELD, R.N., F.R.S.
 Captain A. JERNINGHAM, R.N.
 Captain W. H. KENNEDY, R.N., Dep. Comp.-Gen.
 Coast Guard.

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 TULLOCH, R.A., Director of Carriage De-
 partment, 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.
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FRANCIS WILSON, V.P.

TREASURER—HENRY WILLIS, Esq.

AUDITOR—G. C. BEGGIE, Esq.

BANKERS—Messrs. WILLIS, PERCIVAL, & Co., Lombard Street.

SECRETARY—Mr. RICHARD LEWIS.

LIFE-BOAT INSPECTOR—Commander J. R. WARD, R.N.

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—many of whom might have been saved had more ample 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 Life-boats, Life-boat-carriages, and Life-boat-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. |
|---|-----|----|----|--|-----|----|----|
| Lombe, Charles, Esq. (Donation) | 100 | 0 | 0 | Nucella, Rev. Thomas, Glympton (Annual) | 1 | 1 | 0 |
| Berwick Life-boat Branch (Donation) | 100 | 0 | 0 | Pasmore, Miss, Leamington Priors (Donation) | 1 | 0 | 0 |
| Bridlington Life-boat Branch . . . (Donation) | 20 | 0 | 0 | Paynter, Mrs., Richmond (Donation) | 10 | 10 | 0 |
| Clothworkers, The Worshipful Com- pany of (Donation) | 10 | 10 | 0 | Penzance Life-boat Branch (Donation) | 14 | 0 | 0 |
| Doxat, A. J., Esq. (Additional Donation) | 5 | 5 | 0 | Shipwrecked Fishermen and Mari- ners' Royal Benevolent Society (2nd Donation) | 200 | 0 | 0 |
| Flashgat Life-boat Branch . (Add. Donation) | 20 | 0 | 0 | White, Mrs. C. E., Winchester . . . (Donation) | 5 | 0 | 0 |
| Kisbee, Captain, R.N., Yarmouth . (Annual) | 1 | 1 | 0 | | | | |

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