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THE NECESSITY OF A STANDARD FOR SHIPS' LIFE-BOATS.

"For if the trumpet give an uncertain sound, who shall prepare himself to the battle?"

In the Merchant Shipping Act of 1854, which, conjointly with the Passengers' Act of 1852, now constitutes the whole law as regards all matters connected with the merchant shipping of this country, are certain clauses intended to afford protection to the lives of persons embarked in merchant vessels, by requiring them, under certain circumstances, to carry life-boats and life-buoys. In a review of that Act at the time (in Nos. 14, 15, and 17 of this Journal), whilst giving much credit to Mr. CARDWELL, its originator, we pointed out some of what appeared to us to be its shortcomings and inconsistencies. Amongst others, that, unless ten passengers were carried, neither life-boat nor life-buoy was required to be on board any ship. We pointed out the absurdity and cruelty of such a limitation, which afforded no protection to any less number of passengers than ten, and which appeared to hold the lives of ships' crews themselves to be of no value, or, at least, as entitled to no protection. We also hazarded the opinion that every British subject embarked on board a British vessel was entitled to that protection from the law which might be denied him by the ship-owner.

There exists another serious defect in that Act, which we deem of so important a character as to nullify all the advantage of those portions of the Act which we have above referred to as affording, in theory, a limited amount of protection to passengers above the number of ten in any one ship.

The defect we allude to is this—That there is no clause in the Act which defines the character or size of the life-boats to be carried, thereby leaving that most important point to be settled by the owner of the ship, who, in the majority of cases, being quite ignorant on the subject, can hardly be expected to attach more importance to the question than the Legislature appear to do, and who, in too many cases, therefore, will be, in a great measure, guided by the amount of cost, and will provide that which is cheapest rather than that which is best.

The above is no theory of our own, although it is no more than we anticipated when the Act of 1854 was first promulgated, but it is a fact which we have many opportunities for observing. We will mention a case in illustration. We were a short time since in a boat-builder's yard at the time that a shipowner, whose vessel had been chartered by the Emigration Commissioners, was ordering a life-boat. The question arose between him and the builders as to what should be the diameter of the zinc tubing which would form the extra buoyancy of the boat, and thereby make her a life-boat. The builder advocated a diameter of 10 inches; the latter thought 6 inches would be quite sufficient, whilst tubes of that diameter would of course be cheaper. The argument used by the builder was that he thought the Emigration Officer of the Port of London would expect them to be of the larger size; that of the owner was that he thought that officer would allow the smaller to pass. The question of efficiency was not discussed, yet the larger size named was too small to be really efficient. We afterwards asked the builder why he had not

told this gentleman how much more efficient would be the larger than the smaller tubing, to which he replied, that he had learned by experience it would have been only a waste of words to do so; that the question was always one of pounds, shillings, and pence.

In a former number of this Journal we recorded the more extreme case of its having been proposed to a boat-builder to hide the decayed parts of a worn-out boat behind the life-boat fittings. Such instances are sufficient to show that in a matter of such paramount importance, where the lives of many human beings are at stake, no discretionary power should be left in the hands of those whose pecuniary interest lies on the side of inefficiency. Yet the law as it now is, except in the case of emigrant-ships, which fall under the Passengers' Act, simply requires that a *life-boat* shall be carried, leaving the size and description of life-boat to the discretion of the shipowner; whilst in the case of the emigrant-ship, although some discretionary power is placed in the hands of the Emigration Officer, there is no officially recognized standard according to which the same should be constructed.

In all matters of importance in our public services where efficiency is required a fixed standard is adopted, and in some matters of much less importance than that on which we are now treating. The horses, arms, and accoutrements of our troops, and the guns, spars, and sails of our ships are provided after a given standard; and if even a new hat, or coat, or sword, is introduced in either our army or navy, a pattern one is exhibited at the official tailor's or outfitter's. And is not an instrument for the preservation of life of as much importance as those employed in its legitimate and even necessary destruction? And is not a life-boat, which, according as it is efficient or the reverse, shall prove to perishing human beings an Ark of Mercy or a Vessel of Destruction—is it not a thing of more importance than hats and coats?

Presuming that the reply to this question will be in the affirmative, and that the necessity for a Standard Life-boat will be admitted; the important question will then immediately arise—What description of life-boat shall be adopted as a standard? Our

reply to this question is, that we know of no ship's *life-boat* at present in existence in this country which possesses the requisite qualifications, with the exception of that of LAMB and WHITE (of Cowes), and of the collapsible life-boat of the Rev. E. L. BERTHON, either of which would probably be too expensive for general use in ordinary merchant craft, and which, for such use, have other disadvantages. We know of no other ship's life-boat which we think deserving of consideration; and we consider the qualities of the majority of them to be a mere sham. A long canvas bag stuffed with cork shavings (the canvas sometimes rotten and the cork water sodden); or a small metal cylinder is secured round either side of a common ship's boat under the thwarts, and these are often effectually concealed behind a wooden casing, so that no one shall be able to judge of the efficiency or non-efficiency of the mystery within; and the thing is then dubbed a *life-boat*. Where then shall a *standard life-boat* be found? We think the difficulty may be speedily solved. Let there be but the demand, and the supply will soon follow. We will suggest a mode of proceeding which we think might be successful.

Some five years since, a public-spirited nobleman offered a prize of 100 guineas for the best model or design of a *shore life-boat*; in reply to which offer, within a few months, no less than 280 models and designs were exhibited for competition. Now we do not mean to suggest that any private individual should offer such another prize for a *ship's life-boat*, although we think that such a work has a stronger, or at least a more special, claim on some of our leviathan shipowners, than had the work of affording aid to shipwrecked seamen from the land, on the distinguished nobleman above alluded to. But our proposition is, that Her Majesty's Board of Trade, into whose protective care (by the Act of 1854) the hapless victims of shipwreck have been especially consigned, out of the large sums at their disposal, gathered from shipping, and forming the Mercantile Marine Fund, should set apart, say 1000*l.* for this important work—a work which, if we look to the prospective benefit to hu-

manity through future time, of such an important engine for saving life, would be cheaply accomplished at a cost of 50,000*l*.

We would suggest that this 1,000*l*. should be devoted to the giving four prizes, of the respective amounts of 500*l*., 250*l*., 150*l*., and 100*l*., for the first, second, third, and fourth best *ship's life-boats*, not models or designs, which are often deceptive, but for full-sized boats; the whole of which should be submitted to similar practical tests of efficiency at one and the same time and place, under the direction of competent judges appointed to determine on their relative merits. Whether successful in practical result or not, this would at all events be a more serious effort to produce an efficient *ship's life-boat* than has ever yet been attempted.

Trusting that we have not been altogether unsuccessful in proving the necessity that exists for adopting a *standard* description of *ship's life-boat*, and the practicability of obtaining an improved description of such boats, we will, in conclusion, rapidly glance at what would still remain to be done before we should possess a system which would show to the world that, as a nation, we esteem above all sordid considerations, the duty of man to his neighbour—that we set that high price on the life of man, made in God's image, which a people professing to march in the van of civilization and Christian progress is called upon to do, if that lofty assumption be anything more than vain profession.

To effect such a work, we must be satisfied with no half-measures; we must grasp in one idea the extent of the work to be done, and determine, with God's help, to do it.

It will not then suffice to have one life-boat, constructed after an improved standard, on board every vessel carrying more than ten passengers; but the principle must be at once adopted that there shall be *life-boat* accommodation on board every vessel sailing under the British flag for every human being embarked under its protection.

Even in the crowded emigrant or troop ship, with the aid of the Rev. E. J. BERTON'S splendid invention of an efficient

collapsible life-boat, the carrying out of so truly national a scheme is readily practicable. Having advanced thus far, and provided every vessel with her registered number of officially approved-of life-boats, we conceive that but two other things would require to be done to complete the system for the protection of life on ship-board, so far as we comprehend it. The first of these would be to adopt, compulsorily, CLIFFORD'S or one of the other improved methods of lowering boats at sea.

The second would be to adopt the same principle, as regards life-boats, as is practised, for the protection of the public, in the case of all public vehicles on the land, viz., to authorize every boat to carry a fixed number of persons, and to require, under penalty, that number to be legibly and conspicuously painted on each boat. As the aggregate number thus recorded of all the boats of any vessel would be equivalent to the greatest number of passengers she was licensed to carry, every person within her would have always present to him the fact that there was life-boat accommodation for *all* on board, which assurance would of itself prevent much of the panic and confusion that arises on occasions of disaster at sea; whilst the officer or seaman in charge of each boat, as he would know the exact number she was allotted to carry, would take care neither to suffer more persons to rush into her than that number, or to shove off from the vessel with less, both of which causes, but especially the former, have occasioned the loss of so many human lives which might otherwise have been saved.

A SUFFICIENCY OF LIFE-BOATS IN PASSENGER SHIPS A PECU- NIARY QUESTION.

SINCE writing the preceding article we have been again shocked by the intelligence of another of those frightful accidents at sea, which we now as regularly look for in the newspapers of the day as we do for the murders, garotte robberies, and swindlings, which also seem to be on the increase

amongst us, and which reflect such disgrace on us as a civilized and Christian community.

Thus we read in the journals of the 1st December, under the heading of "Loss of an Atlantic steamer," accounts of the total destruction at sea of the iron-screw steam ship *Le Lyonnais*, which was run into at midnight, on the 2nd of November last, when one day's sail from New York, by the American bark *Adriatic*, by which catastrophe about 130 human beings are supposed to have perished.

It appears that the unfortunate vessel was struck amidships by the bark, with such force as to knock a large hole through her side, and to injure the sectional bulk-heads. Every effort seems to have been made to save the ship, but the fires were almost immediately extinguished and the steam-pumps were choked by the cinders, and although attempts were continued until 3 p.m. on the following day to keep her afloat by stopping up the leak with sails and other contrivances, and by baling until all hands were exhausted, the stern gradually settled down in the water, and it became necessary to take to the boats. These, however, being insufficient in number to embark all on board, a raft had been carefully constructed during the day, capable of carrying 50 persons. Between it and the six boats the 150 persons on board were distributed. One of the boats, however, said to be a life-boat, which had been previously injured by the collision, got foul of the raft and speedily filled and sank, those on board her being then transferred to the raft. All appear to have remained by the ship until the morning of the 4th of November, when three of the boats left in company, steering to the north-west: the Captain, with the raft and the two remaining boats, staying by the ship. One of the three first-named boats parted from the other two during the night of the 4th, and is the only one out of the whole which has since been heard of. This boat, under the command of the second officer, with 18 persons on board, was the remaining life-boat, the ship having been supplied with two. Those on board her suffered great

hardship: for three days they were running before a heavy gale of wind, with occasional falls of snow, and it was not until the 9th November, or six days after leaving the wreck that they were picked up by a Bremen bark, having two of their number frozen to death, the remainder mostly more or less frost-bitten. It is presumed that the raft and the other boats all perished in the gale of wind which arose shortly after their leaving the wreck.

Our object in thus briefly reciting the circumstances of the last wreck of a *passenger steamer*, is not merely to place it on record, but to advance it in further proof, if further proof be wanted, of the imperative demand that exists for increased protection of life in these swarming hives of human beings, whom commerce, colonization, and other necessities of the world are constantly urging across the seas, in fulfilment of the Divine command to replenish and occupy the earth.

It might be said that the *Lyonnais* being a foreign vessel, this is not a case to be held up as a warning and admonition to the British shipowner or the British authorities; if it were not also recorded that "she was one of six iron-screw steam-ships built during the past and present years, by Mr. JOHN LAIRD, of Liverpool—each ship being constructed with watertight compartments, and built in the strongest manner, according to the regulations of the English Board of Trade, and being well fitted and formed in every respect."

We have then presented to us in this sad disaster, the still more sad matter for reflection, that in a passenger-steamer, built with every modern improvement: furnished according to the strictest requirements of the English Board of Trade; and even having one more life-boat than would be required by the law in this country, and that an English life-boat; that in such a vessel it was thought sufficient to have life-boat accommodation for 38 persons only, and the whole boat accommodation on board left no less than 50 persons unprovided for, who had to be embarked in mid-Atlantic in a mere extempore raft, which could scarcely be expected to hold together through

a gale of wind. We repeat in all seriousness, it is a sad reflection, that in the present age of the world, a Christian community should rest satisfied with a state of things which consigns 50 out of 150, or about one-third of any number of human beings packed on shipboard, in the event of disaster at sea, to a *raft*, an instrument which ought only to be known to us through the nursery tale of *Robinson Crusoe*.

In endeavouring to arrive at the true source of this sad, and to us mysterious fact, we find three open to us from which to select. Either, as a community, we are indifferent to the loss of life at sea, and think not the annual drowning of two or three thousand human beings a matter of sufficient consequence to call for any serious attempts to prevent the same. Or, secondly, it may have been considered impossible to find ship-room for a sufficient number of boats to accommodate every person on board an emigrant ship or other passenger-vessel. Or, thirdly, it may have been found impracticable, owing to the great expense which would be entailed by providing so many boats in a service open to competition, and in which the cheapest rather than the safest passage would, as a general rule, be rather embraced by the passengers themselves. We will consider each of these suppositions in turn.

Now as to the first: What are the general characteristics of the English people? Is a high or a low value attached to human life amongst us, as evinced by our public or private acts, our institutions, our literature, our public press, or any other of the many indexes of the principles and motives by which we are governed? We feel confident that it may be honestly asserted, that no people on the face of the globe attach a higher value to human life than we do, who ordinarily take greater pains to afford it every possible protection, or who have a greater horror of the shedding of human blood. We must therefore look elsewhere to account for this apparent contradiction to our usual habits.

Our second supposition, up to a recent period, would, we think, have been entitled to some weight to a certain extent, as it has

doubtless been considered by most persons that it would be impossible to provide a sufficient number of boats in any vessel carrying a large number of passengers, to afford boat accommodation to all. Yet such a supposition is not sufficient to account for the inferior character, as well as inadequate number, of boats, especially as regards life-boats, in such vessels, or for the little inducement that has been offered to scientific men to make any improvement in them. At the present time also, as we have elsewhere attempted to show, such an argument would carry no weight with it whatever, for through the instrumentality of the *collapsible life-boat* of the Rev. E. L. BERTHON (the invaluable qualities of which we shall not cease to promulgate), *first class* life-boat accommodation may be provided for any number of persons that a ship can carry. Had, indeed, the unfortunate *Lyonnais* been provided with one only of Mr. BERTHON's boats, such as that which was exhibited on the *Serpentine* in 1854, we feel confident that the fifty or sixty unhappy people who were placed on the raft might have been conveyed in *safety* through any gale of wind that could have arisen; whilst, if she had been filled by a sea breaking over her, she would not even have been very deeply immersed, and no other serious result would have followed such an accident than the temporary inconvenience of the water until pumped or baled out. Our second supposition must therefore likewise fall to the ground, and we are driven to the conclusion embraced in the third, viz., that the real obstacle has been that all-potent one of pounds, shillings, and pence.

We indeed firmly believe that the great and only difficulty that has stood, and now stands in the way of full and perfect life-boat accommodation on board passenger-ships is that of the expense. We shall endeavour to show that this also is more an imaginary than a real one.

The argument of the owner of any such ship we may presume would be, that by expending a more than usually large sum on the boats of his vessel, either he must forego a serious amount of the usual profits on such a speculation, which already amount

to no more than a reasonable interest on the capital he has invested in it, or else that he must raise proportionally the amount of passage money to the passengers, who would (in the majority of instances) prefer a worse article at a cheaper rate, and that by offering a better one than people would chose to have, he would be merely transferring his own profits to the pockets of more unprincipled men than himself, whilst the people he sought to benefit would be no better off than if he had continued to take as little interest in their safety as his neighbours.

Of course if the legislature were to take into their own hands the safety of this floating portion of the community intrusted to their care, which it is to be hoped they will ultimately do, it would only be necessary to make it imperative that every passenger vessel leaving the British shores, under whatever flag, should be provided with complete life-boat accommodation, when the above objection would fall to the ground, and the parties who would really pay for the increased means of safety would be those who ought to do so, viz., the passengers themselves. Even, however, if the legislature should continue to decline such interference beyond its present insufficient amount, we think we can still show that the objection on the score of expense is altogether a fallacy. We have no doubt that we shall be overstating the expense of Mr. BERTHON'S boats, if we assume that accommodation in them for every 100 passengers would amount to 200*l.*; we will, however, infer it to be that sum. Now suppose that on every long passage, such as to Australia, India, the West Indies, or to Alexandria, each passenger were charged 10*s.* over and above the ordinary passage money, expressly for the life-boat accommodation, which would be thereby insured to him. How few we may presume would object to such a payment! Yet such a charge alone would pay the whole first cost of the life-boats of the ship in four voyages. As however such boats would be calculated to last for many years, the shipowner could not consistently look for more than a fair interest on the capital expended by him. We will suppose

then that the small sum of 1*s.* were charged on each voyage, and that his vessel would average only four voyages in the year, that is to say, two outward and two homeward, here would be for each 100 passengers 400 shillings, or 20*l.*, and therefore 10 per cent. interest on the 200*l.* expended in providing each 100 passengers with life-boat accommodation of the first description. The shipowner would in this case be better off than he is now, as at present he derives no return on the cost of his ships' boats apart from that included in the general passage-money. Whilst we much mistake if a people who seldom leave their own homes on "*terra firma*," without patiently handing out shillings in all directions in the shape of fees to waiters, porters, chambermaids, coachmen, guards, "*et hoc genus omne*,"—we much mistake if such a people, inconsistent as they may be in some respects, would be so strangely perverse and blind to their own interests as to grumble at paying 1*s.* each long voyage on shipboard, for the more effectual protection of their own lives.

NORTH SHIELDS SAILORS' HOMES.

OPENING OF THE BUILDING.

WE extract from the local papers some account of the interesting ceremony of opening the North Shields Sailors' Home on the 21st October last by his Grace the Duke of NORTHUMBERLAND, K.G., through whose munificence it was erected at a cost of 8,000*l.* The want of such an institution, similar to those which have been erected and proved extremely beneficial in many other ports of the kingdom, had long been felt in Shields, where, owing to the extent of the shipping trade, and the consequent influx of seafaring people, it was, perhaps, as much required as at any other port. Probably the attainment of the object might have been still delayed, or, if compassed, an establishment only have been obtained falling far short of the requirements of the case, but for the happy interposition of the Duke of NORTHUMBERLAND, who, well acquainted, from his seafaring experience, with the exigencies and temptations of homeless

seamen in port, enlisted the influence, and popular feeling of Shields with him in a movement to secure the desired object. Already the effort had made considerable progress, under the patronage of his Grace, and the judicious and active exertions of the Executive Committee, of which Mr. Alderman BARTLEMAN ably performed the duties of chairman, and CHARLES LAING, Esq. and C. H. GREENHOW, Esq. with equal assiduity and vigour, those of secretaries, when the Duke proposed to erect the Home entirely at his own cost, and leave the sum subscribed to be invested towards a permanent endowment of the institution. His Grace's munificent offer received a grateful acquiescence, and the erection rapidly proceeded, and so nearly approached completion, that a subscription, headed by her Grace the Duchess of NORTHUMBERLAND with 100*l.*, was commenced to supply it with the necessary furniture, and had already reached about 1,500*l.*, when his Grace again stepped forward and evinced his anxiety to have the institution based upon the stable footing of an adequate endowment by offering to supply the furnishings complete on condition of the subscriptions being raised to a corresponding amount, and added to the sum permanently funded. This will cause his Grace's expenditure on the institution to amount to between 8,000*l.* and 9,000*l.*; in addition to which he has, at his own expense, supplied the institution with a superintendent (whom the necessarily large expenditure in the outset might have placed it beyond the means of the Committee to engage) in the person of an old and experienced officer of the royal navy, whose acquaintance with the feelings and habits of sailors, and whose extended experience might secure their respect, while his social position would render him a valuable and agreeable coadjutor with the Committee.

His Grace having been conducted to the dais, was immediately surrounded by a numerous and influential company, including the mayors and other gentlemen of the surrounding towns, who presented to him addresses of welcome. We extract from the address of the Corporation of South Shields the following passage :—

" But it is not only when on shore that this care and attention have been so watchfully bestowed, for the safety of the British mariner in circumstances of danger has not been overlooked by your Grace, the life-boats provided by you having been the means, under Providence, of saving from destruction the lives of many who would otherwise have perished. In this the borough which we represent takes a peculiar interest, for it is undoubtedly that to South Shields, and to South Shields only, belongs the honour of the invention of the life-boat. It was within her boundaries that the invention took place; it was within her limits that the original life-boat was built; and it was from her shore that it first proceeded to rescue, and did rescue, those who, shipwrecked and imperilled, watched in anxiety, from the deck of the stranded vessel, the boat as it proceeded with its gallant crew on its successful errand of mercy."

As the address of the Cullercoats life-boat's crew and others contains so much of honest feeling, and was doubtlessly much appreciated by the Duke of NORTHUMBERLAND as coming from parties who had practically experienced the benefit of his munificence by providing them with a life-boat, which had already done good service, we publish the whole of it. JAMES PANTON, Esq., Secretary of the Cullercoats Branch of the National Life-boat Institution, read the following address :—

" TO REAR-ADMIRAL THE MOST NOBLE THE DUKE OF NORTHUMBERLAND, K.G., F.R.S., &c., &c.,
PATRON OF THE CULLERCOATS BRANCH OF THE
ROYAL NATIONAL LIFE-BOAT INSTITUTION.

" MY LORD DUKE,—We, the undersigned Pilots, Fishermen, Mariners, and other inhabitants of the village of Cullercoats and neighbourhood, take leave most humbly and respectfully to approach your Grace with feelings of the greatest respect and gratitude, and avail ourselves of your Grace's visiting North Shields on the interesting occasion of the opening of the Sailors' Home, to present to your Grace this address, expressive of our most dutiful and grateful acknowledgments for the interest which your Grace has, from time to time, evinced in our behalf.

" We have specially to express our gratitude and obligations for your Grace's princely support to our life-boat establishment; and your Grace will be gratified to be assured that the Royal National Life-boat *Percy* has, on several occasions, been the means of rescuing life from shipwreck, and has otherwise been of great service to the fishermen and seafaring people on this coast.

" We have also to express our further obligations for the interest which your Grace has taken in the pier and haven of Cullercoats, and also in the general welfare of the fishermen and their families, both as regards their temporal and moral welfare.

" My Lord Duke, plainly, yet sincerely and humbly, we herein record our heartfelt gratitude

and obligations; and earnestly pray that your Grace, and her Grace the Duchess, may long be spared to enjoy your exalted and noble position, and live in the hearts of the Cullercoats people.

"We are, my Lord Duke, your Grace's most obedient and most humble servants.

[Here follow signatures of 138 Pilots and others.]

"On behalf of the Pilots, Fishermen, Mariners, and others, inhabitants of Cullercoats, the Local Committee of the Cullercoats Branch of the Royal National Life-boat Institution, have the honour to present the foregoing address, and have very respectfully to add their sincere and hearty concurrence in the sentiments therein expressed.

"ALEXANDER BARTLEMAN, *Chairman.*

JAMES PANTON, *Honorary Secretary.*

"*Tynemouth, 21st October, 1856.*"

The whole of the addresses having been presented, the Duke advanced to the front of the platform, and was saluted with immense cheering. He said:—

"Gentlemen, when I was invited to take the chair at this meeting, I certainly was prepared for a statement from the Executive Committee as to the proceedings on their part of the Sailors' Home, and an expression of their satisfaction at the happy completion of this part of their labours; but I was not prepared for an address from the Mayor and Corporation of Tynemouth, nor from the Mayor and Corporation of South Shields, nor for the address which I have just received from Cullercoats. I can only say to you, Gentlemen, collectively and individually, that I offer you my sincere thanks and acknowledgments, not only for the honour you have conferred upon me, but for the manner in which your approval of my conduct has been expressed. As to this building, and the accommodation which it may afford to the seamen, you, Gentlemen, have had an opportunity of examining it, and of judging for yourselves. It appears that it will hold 150 seamen; and although 60 cabins only are prepared, others may be got ready as required. I have heard with great gratification the statement of the Executive Committee, as to the rapid increase of the tonnage registered in the Tyne. No less than 406,350 tons were registered in the year 1855, being one-eleventh of the whole tonnage of the United Kingdom, and being, as expressed by the Mayor of Tynemouth, nearly equal to one-half of the whole tonnage of Scotland, and more than the whole of the tonnage of Ireland. It is also a matter of very great surprise that there are 216 steam-vessels on the Tyne, especially to those who can recollect, as I do, that, at the conclusion of the last war, steam-vessels were only then first brought into use, and that in the year 1814 the first steam-vessel was built upon the Tyne. I think on Ascension-day it was launched in honour of the conservators of the river. Gentlemen, we must not either forget the great increase of the foreign trade of this port. In the year 1855, of our staple commodity of coals and coke, there were exported foreign, 1,577,975 tons; while, in 1840, 15 years before, only one-

third of that quantity was exported. Besides other advantages, there are now between these important towns of North and South Shields three steam-ferries that pass from different points; and there is also a communication, completed in the year 1839, by the railway, with Newcastle, and thus with the whole kingdom. Gentlemen, I trust that all the improvements of the Tyne will still continue—that the improvements that are now taking place at the piers of the Tyne—that the deepening of the channel of the river—that the proposed docks upon its banks, will all facilitate and increase the trade and commerce of the Tyne, and thus be of material advantage to it. To revert once more to this building, and to the inmates of it, I will only say that the sailor who, by his skill, perseverance, and daring courage, overcomes all difficulties at sea, and almost surmounts impossibilities on the ocean to which he is accustomed, is, when he comes on shore, too often in the hands of those who impoverish him. He is careless of his earnings, and too often to him may be applied that line of Dryden—

'Saved from the sea, but shipwrecked on the shore.'

It has been wisely resolved to establish with this Institution a savings' bank, where the seaman may deposit in safety his earnings, or he may remit them to his family, as he thinks fit. There are also schools attached, under the direction and patronage of the committee. But, gentlemen, there is one thing more, namely, that while we look after the sailor's comfort, his health, his education, and his pecuniary affairs, let us not forget that which is of more essential importance—his religion and his morals. I would earnestly recommend that subject to your notice, and I would gladly assist all your endeavours. It is quite certain that we should strive to make men not only happier, but better than they were before, for that is the only principle of doing good. In that, also, by the blessing of God, we shall succeed, as we have in this institution, so far as it has gone. I have now only to declare that the Sailors' Home is open to sailors of all nations in vessels entering the port of the Tyne."

Several rounds of cheering again greeted his Grace at the conclusion of his inaugural address, wound up by a hearty cheer for the Duchess.

Subsequently at the banquet, the Duke's health having been drunk with much cordiality, his Grace thus responded:—

"I sincerely thank you for the kind reception you have given me here and in the town. Indeed, I will not waste words to express what I feel. But it has been a source of great gratification to me to-day to notice the manner in which all have met to evince their sense of the merits of the British sailor, and to support his welfare. For me to do so, gentlemen, is nothing; I was almost born and bred a sailor. I have not one feeling which is not in favour of seamen. I have experienced their good conduct, and know them to be as loyal

to their sovereign as they are devoted to their country. I have been deeply indebted to them for their good behaviour and conduct in every ship I have commanded. Gentlemen, I will not talk about their skill and their daring in danger; but I will give you a few words of the great Lord Collingwood after the battle of Trafalgar. He said, 'Every man appeared a hero on which the honour of his country depended.' Gentlemen, it is for these men I have built the Sailors' Home. It is to encourage men who behave well, and do their duty in every position in which they are placed—it is their cause I commend to you, and I commend it with all the advantage we have had to-day of the honour of the presence of the mayors of the different towns—not only of the corporate towns upon our own river, but also of one who comes from a distance, and the distance lends a charm to his courtesy in attending—it is to you I commit these sailors and their interests."—(Loud and continued applause.)

During the afternoon about 100 seamen, many of them old men-of-war's men, were entertained in an ante-room of the Sailors' Home at the expense of the noble founder of the Institution.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

Walmer and Deal, Kent.—A Branch of the National Life-Boat Institution, under the above title, has been recently founded at Walmer, and a 30-feet life-boat, on Mr. PEAKE's plan, perfectly equipped both for sailing and rowing, and combining all the most recent improvements, has been placed on Walmer beach. An honorary Committee of gentlemen residing in the neighbourhood has been formed to superintend its management, in conformity with the ordinary rules of the Institution, and we trust that, in the hands of the celebrated Deal and Walmer boatmen, it may be the means of saving many lives on the neighbouring Goodwin Sands, for which purpose it has been established. Every one is acquainted with the meritorious and hazardous services which the Deal boatmen have from time immemorial rendered to vessels in distress and to shipwrecked crews. These services have however been solely performed in their own boats, no life-boat having been stationed until now in the neighbourhood of Deal, of which Walmer is a continuation, it being,

in fact, the south end of Deal beach. With this superior boat in their possession, we cannot but look forward to their rendering the most important services in future. The cost of this life-boat has been defrayed by subscriptions raised amongst members of the Royal Thames Yacht Club, for the purpose of presenting a first-class life-boat to this Institution. This generous act originated in the magnanimous offer made by a gentleman of that distinguished Club, to contribute half the cost of such a life-boat, on the condition that the other item should be subscribed by other members of the Club.

Rye, Sussex.—A Branch of the Institution has recently been formed at Rye, in Sussex, and the 27-feet life-boat, on Mr. PEAKE's plan, recently stationed at Dungeness, has been removed there, it having been found of too heavy a description to be readily managed in that remote locality, where sufficient horses or people could not be procured without considerable delay to launch and man it in the event of a shipwreck taking place. A boat-house has been built by residents in the neighbourhood, and a local Committee of Management has been formed.

As recently as October last, previously to this boat being stationed, a small vessel, the *John and Mary*, of Sunderland, was wrecked off Rye, when the wife and four children of the master were drowned: all of whom might have been saved, and their vessel also, if there had been any boat in the port capable of getting off to her with a pilot before she struck. The boat-house is built on the west side of Rye Harbour. The Institution is about also to station a smaller life-boat on the east side of the harbour, at Camber, when the port will be efficiently provided with life-boats.

Dungeness.—A second-class 28-feet life-boat, rowing six oars, single-banked, on Mr. PEAKE's plan, has been placed at Dungeness, by the National Life-boat Institution, in lieu of the one previously there, which, as above stated, had proved too heavy.

Appledore, Bideford, Devon.—A 28-foot second-class life-boat, on Mr. PEAKE's plan, rowing six oars, single-banked, has been recently placed by the National Life-boat Institution at Appledore, near Bideford, in lieu of a small boat which had become worn out.

Seaham, Durham.—The seamen of Seaham have, by their own contributions, aided by this Institution and others, provided themselves with a life-boat, in imitation of the praiseworthy and humane example of their brother seamen at Hartlepool, Sunderland, and other places, which have been already recorded in this Journal. This life-boat has been built by Mr. HAWKESWORTH, of Torquay, on the same design as those built by him for the Sunderland and Hartlepool seamen, which we have before described.

A set of life-belts for the life-boat's crew were presented by this Institution, in addition to a donation towards the cost of the boat. We have no doubt that the public-spirited conduct of the seamen in this thriving little port, which is the private property of the Marchioness of LONDONDERRY, and from which the produce of her extensive coal-mines is shipped, will be appreciated and encouraged by that distinguished lady.

SMITH'S PATENT SHIP-LIFTING AND SUBMARINE SURVEYING APPARATUS.

CONSIDERING what a vast amount of wealth has been every year engulfed beneath the waves since mankind engaged in commerce by sea, it is matter for astonishment that so little has been attempted in an organized and scientific manner for the recovery of any portion of the same when vessels have foundered in accessible depths. It would appear as if our practical engineers and other scientific men had magnified or been staggered at the difficulties in the way. As if they had almost forgotten the diminished weight of all bodies in so heavy a fluid as water: that the weight of a corresponding bulk of water must in every case be subtracted from the actual weight of any body of solid matter

immersed in it, to determine its weight whilst so immersed, and therefore the power required to raise it; which circumstance so greatly diminishes the difficulty of raising sunken bodies to the water's surface. Be this however as it may, the fact exists that many millions' worth of property has been resigned to destruction in the neighbourhood of our own coasts alone, without any systematic or scientific efforts being made for its recovery up to the present time; whilst even in the fairways of harbours and other great thoroughfares of shipping, the relics of wrecked vessels have been allowed to remain, to the destruction of others that have run over them, in consequence of the difficulties which have seemed to stand in the way of their removal.

Looking on the matter in this last point of view alone, as a not unfruitful cause of shipwreck, and altogether apart from the preservation of property, which does not so immediately concern us, we cannot but hail with considerable satisfaction the ingenious and interesting invention of Captain STEPHEN RANDOLL SMITH; as also the fact that a company, that mighty engine in this country for effecting great enterprises, has been formed, and has met with considerable support, for carrying it into immediate operation.

The objects of Captain SMITH's invention, as its title in part implies, are to effect the recovery of sunken vessels and property where the value of such shall be sufficient to yield a profit, and to remove those which lie in such positions as to be dangerous to navigation. The principles upon which the plan rests are those which have been tested and proved in every possible way. They do not involve any new, hypothetical, or speculative reasoning, but are legitimate conclusions from proved data: in such an undertaking it is only the application of the well-known laws of hydrostatics that merits and will obtain the consideration of scientific minds. The principal machinery with which it is proposed to effect these objects, and the manner of using it, are as follows:—

1. Two flat-bottomed, capacious iron vessels, rigged to carry sails, but with two auxiliary screw-engines of 25 horse power in each, and furnished with all requisite sling-

ing and heaving-up apparatus. The united capacity of these two vessels, applicable to sustain the heaving-up and suspending power, is equal to 2,746 tons, or nearly seven times as great as the calculated weight of a 120-gun ship of war when immersed, the latter being equivalent to 402 tons only.

2. A powerful tug-steamer for the purpose of towing the two lifting vessels with the wreck suspended between them, into port, or into shoal water. This vessel is also fitted with slinging and lifting apparatus.

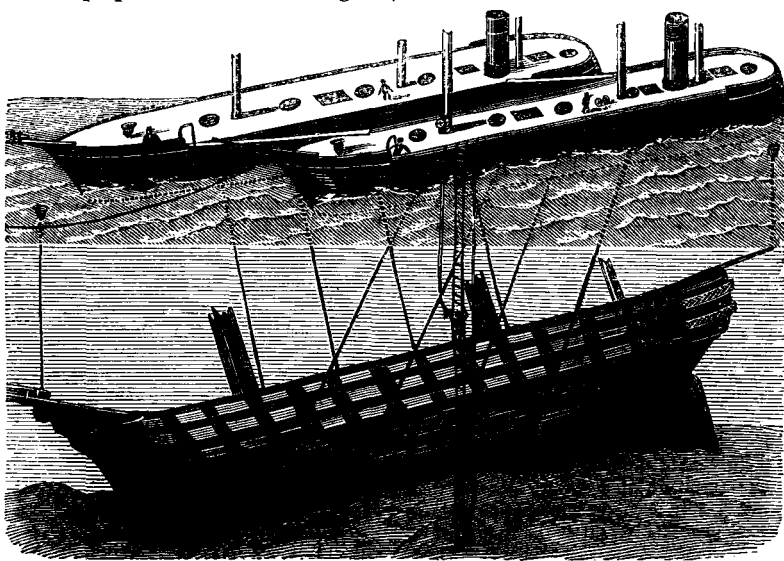
3. Three or more tubular boats termed submarine surveying stages, furnished with complete diving-apparatus, chain-ladders, &c., for the purpose of ascertaining the exact position of sunken vessels, or other property, before taking the requisite measures for its recovery.

4. A screw-steamer for the purpose of towing the submarine surveying stages when in operation, and for general purposes.

The leading feature in Captain SMITH'S plan is that the chains by which the submerged vessels are hove up and suspended, are conducted by means of tubes, through and perpendicular to the central or keel-line of the lifting-vessels; and when it is necessary, to raise the sunken vessel nearer to the surface than she can be by these central chains, it is proposed to heave her higher

up by chains passed over the inside gun-wales of the lifting-vessels, and water is then admitted into compartments on their off-sides, which counteract the strain on the heaving-chains over the opposite or inner gunwales. By these two contrivances, the lifting-vessels are always kept in an upright position, which in such a work is of great importance, and must much facilitate the whole operation, especially when the sea might not be perfectly smooth.

We subjoin some remarks on, and explanations of, the plan of the proposed operations of the company, with which we have been favoured, together with a small sketch which will convey some idea of the manner of slinging and heaving up a sunken vessel. We will therefore conclude our own observations by stating that we conceive the importance cannot be exaggerated of an undertaking, which, if successfully brought into operation, will recover a vast amount of property that, however its original owners may have been covered by insurance, is none the less lost to the country and to mankind; and which we think, so far as we are capable of judging, can hardly fail to be, as we heartily trust it will be, a remunerative speculation to its projectors and to all those who embark in it, and aid in carrying it out.



The capital of the "Sunken Vessels' Recovery Company" is 60,000*l.* in 6,000 shares of 10*l.* each, with power to increase the capital to 500,000*l.*

The offices of the Company are at No. 9, Cornhill, London, where plans and prospectuses can be obtained.

EXPLANATION OF THE PLAN.

As a means of finding the wreck when in deep water, the submarine surveying apparatus will be used in addition to the ordinary mode of sweeping; the stages (with the divers down the chain-ladders on their platforms) being drawn by a screw-steamer about half a-mile the hour, there being on either side of the chain-ladders the ordinary means of communication of air and for speaking.

The ship-lifting apparatus consists of two flat-bottomed iron vessels (with separating shores fore and aft, so as to admit the wreck coming up between them), each fitted with a screw, and with powerful steam machinery available for working the screw, as also crab winches for the lifting process, and having a deck on which the machinery is placed and the lifting operations performed; a series of iron tubes are arranged in the central line of the same, passing from the deck to the bottom, and through these the chains are worked by powerful machinery, so that the lifting power is applied from the centre of the vessels without lurching or disturbing their vertical position, and having the advantage of direct action, it being a dead pull upon the wreck or subject to be lifted.

The encircling chain or chains are carried by the tug-boat, which is fitted on purpose to work those chains round the wreck, the divers pinning and shackling all the chains below water; the wreck, when raised to a sufficient elevation, and secured by chains passed under it, is then bodily carried to the beach or other required destination by aid of the propelling power of the screw attached to each lifting vessel; or, if it is desired to float the wreck; or to lift it when stranded, it is then raised between the two lifting vessels by operations also from their centre brought to bear over their inner sides, a proportionate counter-balance of water (confined within a fore-and-aft compartment) being let in to the lifting vessels on their opposite or outer sides during this inner sidal strain.

As an illustration, take the case of a 120-gun ship, with its equipment, sunk in the channel.

In estimating the weight of a sunken vessel, and the power required to raise it, the following facts should be remembered:—

That any solid body (whether large or small in bulk, in proportion to its weight), immersed in a fluid, displaces exactly its own bulk of fluid, and the force with which the body is buoyed up is equal to the weight of the fluid which is displaced; hence any solid body of a greater density than water, when wholly immersed in that fluid, loses exactly as much of its weight as the weight of an equal bulk of the water, that is, of the water which

it displaces. That the specific gravity of sea-water is 1.024 ozs. to the cubic foot. That there are 35 cubic feet of sea-water to the ton avoirdupois.

The total weight of a 120-gun ship out of the water is, by a careful analysis (set out in the prospectus) of the weight of the materials therein, extracted from the "Encyclopædia Metropolitana," under the head of Naval Architecture, shown to be 4,609 tons.

To ascertain the displacement of water caused by the immersion of such a ship, take one item of the materials contained in the ship, viz., lead; of this the analysis shows there are 9 tons, or 20,160 lbs. In a bulk of 9 tons of lead, the solid content of a cubic foot thereof is by the analysis shown to be 752 lbs. By dividing the weight in pounds of the 9 tons of lead by the number of pounds in the cubic foot, we obtain the number of cubic feet of lead ($26\frac{2}{3}$), and hence its displacement of an equal bulk of water.

The aggregate of cubic feet of materials in the contents of such a ship is shown by the analysis to be 147,507, and this, divided by the number of cubic feet of sea-water in the ton (35), will give the specific gravity in tons of the displaced fluid, viz., $4,214\frac{1}{2}$ tons; and hence the difference of the specific gravities of the ship and the displaced fluid is the weight to be lifted.

	Tons.
The specific gravity of a 120-gun ship is	4,609
The specific gravity of an equal bulk of sea-water (at a calculation of 1,024 ozs. to the cubic foot) is	<u>4,214½</u>

The weight to be lifted of a 120-gun ship sunk in the channel to restore its equilibrium, or float it, is therefore	<u>395½</u>
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The lifting power is that of steam, contained in the two flat-bottomed iron vessels. The available dimensions of each lifting vessel are—length, 120 feet; breadth, 30 feet; depth, 20 feet. The total weight of each lifting vessel with equipment is 455 tons.

By multiplying the length, breadth, and depth together, we obtain the number of cubic feet therein.

	Tons.
120 × 30 × 20 = 72,000, and these, divided by 35 (the number of cubic feet of sea-water in a ton), will give in tons the gross buoyancy of each lifting vessel, viz.	2,057
Deduct the weight of lifting vessel with equipment	<u>455</u>

The floating power in tons of each lifting vessel is	1,602
A further deduction of 1-7th must be made for the space above load-line, i.e., the water-line of the vessel when subjected to the greatest immersion consistent with flotation	<u>229</u>

The net available buoyancy in tons of each lifting vessel is	1,373
	<u>2</u>

The capacity for applying power in the two lifting vessels is to the extent, in tons, of	<u>2,746</u>
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SERVICES OF LIFE-BOATS.

Barmouth.—At midnight, on the 25th of July last, the smack, *Ann and Catherine*, of Barmouth, stranded on the bar off that place, the wind blowing a gale from W. S. W. at the time. At 2 A.M. the Barmouth life-boat, belonging to the National Life-boat Institution, was launched and succeeded in rescuing her crew of three persons, and in bringing them safely to the shore. The life-boat was reported to have behaved very well on the occasion.

Ramsgate.—On the 22nd of September last, at 3 A.M., the brig *Jesse Anna*, of Whitby, ran on the Goodwin Sands. On signals of distress being made by the light-vessels, the Ramsgate life-boat, in tow of the Harbour Commissioners' steamer *Aid*, proceeded to the spot, but, owing to the darkness of the night, could discern nothing of the object of their search until daylight, when their attention was drawn to it by two Deal luggers at anchor within the sand. They then discovered the wrecked vessel lying on her beam-ends in a dismantled state, with her decks blown up, and her crew of six persons clinging to the hull, and the sea breaking over them. The steamer having cast off the life-boat, the latter anchored to windward of the wreck, and veered down to it through a heavy surf, when, with the aid of lines, they succeeded in getting the whole of the vessel's crew safely aboard. Sail was then made on the life-boat, after slipping her anchor, and she was afterwards again taken in tow by the steamer, and the shipwrecked men were landed in an exhausted state at Ramsgate. The mate of the brig had been drowned before the arrival of the life-boat. The brig became a total wreck.

On the 24th of September, at 11 P.M., the brig *Bartley*, of Southampton, went on shore on the south end of the Goodwin sands, the wind blowing a strong gale from the S.W. at the time. At 1.40 A.M. alarm guns and rockets were observed on board the North and South Sandhead and the

Gull light-vessels, when the Ramsgate Harbour steamer *Sampson*, with the life-boat in tow, immediately proceeded to the sands. On speaking the Gull light-vessel, the position of the wreck was ascertained, and after running down to her, the life-boat cast off from the steamer, and going through a very heavy sea, endeavoured to get along-side the brig, but missed her in the first attempt. Her crew then made sail on her, and got to windward again, then bearing up again they succeeded in boarding the wreck, over which the sea was making a clean breach at the time. The life-boat was now repeatedly filled with water as the seas broke over the vessel, but immediately freed herself of it again. She succeeded in taking off the crew, eight in number, and putting them on board the steamer. As the tide was rising, and the brig was timber-laden, there was a probability of her floating off at high-water; accordingly the steamer and life-boat remained by her, and at 7 A.M., she having previously drifted off the sand, she was taken in tow by the steamer, and conveyed in safety to Ramsgate.

On the 25th of November the services of the Ramsgate life-boat were again brought into requisition. At daybreak on that day, the wind blowing a heavy gale at the time from N.N.W., a brigantine was observed, with signals of distress flying, anchored in a most perilous position amongst the breakers on the windward side of the north end of the Goodwin Sands. The Harbour Steamer *Aid*, with the life-boat in tow, was instantly despatched to her assistance. On arriving on the spot they found the schooner, the *Sophia* of Naples, riding with all her anchors ahead, in the utmost jeopardy. The steamer slipped the life-boat to windward of the vessel, and a portion of the life-boat's crew were placed on board the brigantine, the life-boat herself being then veered astern, in readiness for any emergency. With some difficulty and risk the steamer's large towing hawser was then got on board the brigantine, and the latter was towed through a terrific sea, clear of the shoal, and taken in safety into Ramsgate Harbour. Some lug-

gers' men had got on board the *Sophia* previous to the arrival of the steamer and life-boat, and one of their boats had been upset and lost alongside; they would however have been unable to render her any assistance without the aid of the steamer and life-boat.

The Ramsgate life-boat has on other occasions recently rendered important services to vessels in distress, and has been off many times to the Goodwin Sands in reply to signals of distress during the night-time on board the light-vessels; but we only record those occasions when she has been instrumental to save life. Indeed there is no life-boat in the kingdom which has been brought so constantly into requisition during the last two years, and none that is kept in a greater state of efficiency or more constant readiness for instantaneous service than she is, under the superintendence of the vigilant and active harbour-master at Ramsgate, Capt. K. B. MARTIN.

Berwick.—On the 28th September last the Norwegian Galliot *Ship Provence* ran on shore on the south side of Berwick-harbour; the wind blowing strong from the E.N.E., and a heavy sea running at the time. The Berwick life-boat, belonging to the National Life-boat Institution, was quickly launched and succeeded in rescuing her crew of six persons, and in bringing them safely to the land. The life-boat is reported to have behaved very well on the occasion.

Shields.—On the 26th November last the brig *Brothers*, laden with coal, ran on shore on the north side of the Tyne, when the South Shields life-boat quickly proceeded to her, and rescued her crew of six persons, taking them safely into the river.

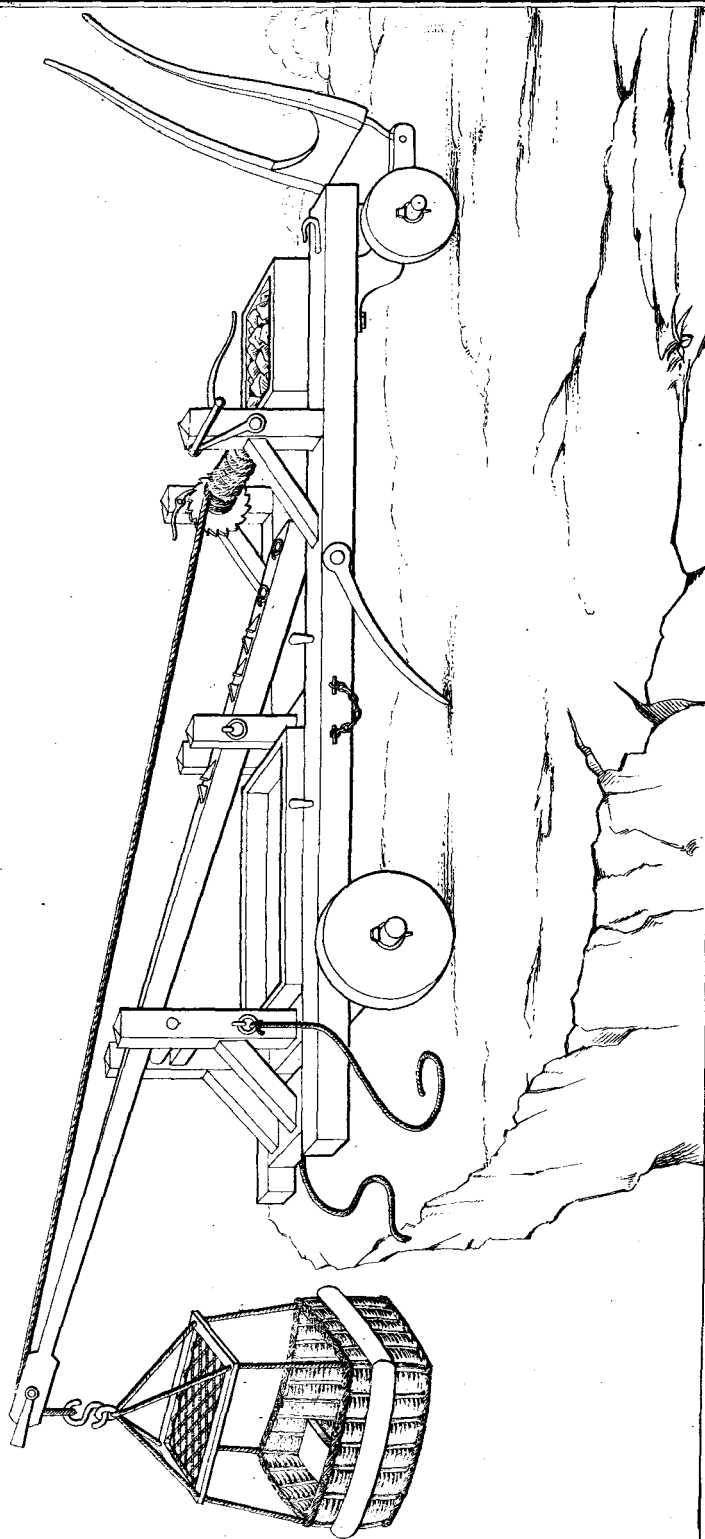
JOHNSTON'S CLIFF-CRANE.

AMONGST the various instruments which have been invented from time to time for rescuing persons from drowning, is the ingenious machine with the above title, a drawing and description of which we annex. The Cliff-crane was invented in the year 1841, by JOHN JOHNSTON, Esq., of Brighton, for the purpose of affording aid

to persons who might be wrecked at the foot of perpendicular cliffs. It is a light portable crane, on wheels, and with shafts fitted at the rear end, so that it may be transported by horse-power. The crane-beam is moveable, so that it may be projected more or less over the brow of a cliff, according to its nature. The crane-rope has a large basket or cradle of wicker-work attached at its outer end, of sufficient size to seat four persons, which is lowered or hauled up by an ordinary windlass, fitted in the framework of the machine. A box of ballast is placed at the rear end of the frame, to counterbalance the weight of the basket with its contents, and prevent the rear end from being lifted from the ground. An iron spur is fixed in either side of the frame, to penetrate the ground, and prevent the crane from being drawn too near the edge of the cliff; and hand-ropes are fitted for the same purpose.

Two of these cranes have been stationed for some years at the Portobello and Black-rock Coastguard Stations, on the coast of Sussex, between Brighton and Newhaven: that at the first-named place being the first that was constructed by Mr. JOHNSTON. It does not appear that many opportunities have occurred in that locality for their practical use; but the crane at Black-rock, on one occasion, was the means of saving the life of a coastguardman, who had been precipitated with a falling portion of the cliff. The other, at Portobello, was once the means of saving the greater part of a vessel's cargo, which was hoisted up the face of the cliff by the crane; but, unfortunately, it could not be conveyed to the spot in time to rescue the crew.

Two cranes, similar to those above described, or nearly so, have been placed on the pier at the Royal Harbour of Ramsgate, by the Harbour Commissioners; and they have, we believe, been the means, on more than one occasion, of saving lives. It is, indeed, in such positions that we think these portable cranes are most calculated to be of use. Wrecks take place so much more seldom at the base of perpendicular cliffs than on beaches, or at the entrance of pier harbours, that many years might elapse without

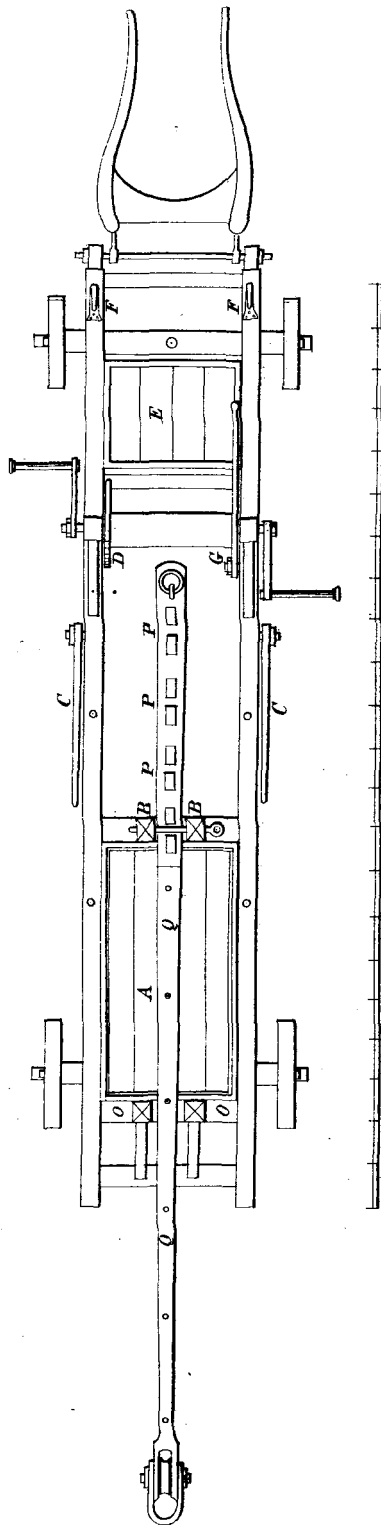


JOHNSTON'S CLIFF CRANE.

winch may be used to draw the rope round the pulleys, or the rope wound clear the wall 10 feet or upwards.

On the Cradle, or Basket being drawn to a level with the surface, the Machine is intended to be drawn backwards bodily so as to land the rescued in safety; and then again moved forward for further operations.

GROUND PLAN



SCALE 22 FEET

A. Box or Well, for Rocket or Mortar Apparatus if required. B. Pin-bolt for securing or adjusting the Crane beam C. Spur shores, or Stays D. Catch Wheel, attached to roller. E. Ballast Box. F.F. Hooks for attaching hand ropes to assist in the draught if necessary. O.O. Roller over which the Crane beam runs G. Press Lever PPP Iron or wooden Cleats between which the Pin bolt passes for securing or adjusting the beam. QQ. Stout Iron Plate screwed on the upper surface of the Beam to insure additional strength. Hand ropes attached to the Machine to prevent falling over the Cliff are shown in the Sketch. The Dimensions of Wicker cradle are 3 ft 6 in by 2 ft 8 in at top, and the depth 2 ft 4 in. Curved Finders stuffed with Corkshavings pass round the sides. Size of Crane-Rope 4 $\frac{1}{2}$ In.

the occurrence of one in any such positions where the Cliff-crane could be made available; but at many of our great trading ports which have pier entrances, such as Sunderland and Hartlepool, scarcely a winter takes place that vessels do not get wrecked, and frequently their crews drowned, alongside their pier-walls. We remember two instances which occurred on the same day at Sunderland, in November 1852, at the time we were ourselves in the neighbourhood, when the English brig *Napoleon* and the French lugger *Melancolie* were both lost in a heavy gale within the entrance of the dock, and all on board them were drowned, almost alongside the pier-walls. A cliff-crane, had there been one on the spot, might probably have been the means of saving the lives of several, if not all, of those unfortunate persons.

We are not aware if any other ports are furnished with these cranes, but we think they would be a very proper and useful adjunct to the means for affording aid to wrecked persons at all the pier harbours in the kingdom.

We are indebted to Mr. JOHNSTON, who now resides at Ryde, for liberally supplying us with the plates of his cliff crane.

THE LATE MRS. WILLIAMS, OF LLANFAIRYNGHORNWY, ANGLESEY.*

It is our painful duty to announce the death, on the 25th of October last, of Mrs. WILLIAMS, the wife of the Rev. JAMES WILLIAMS, Rector of Llanfairynghornwy, Anglesey.

This highly estimable and benevolent lady not only took with her to the hospitable home of her husband a heart open to the tenderest impressions of which our nature is susceptible, but also accomplishments in the arts and sciences, which impart to domestic and other virtues a grace and an elegance in all the varied transactions of life.

* This interesting memoir, which we have much gratification in inserting, has been furnished to us by JAMES SPARROW, Esq., of Hull, who for many years cordially co-operated in the management of the Anglesey Life-Boat Branch of the National Life-Boat Institution.

Llanfairynghornwy is situated at the north-west extreme of the Island of Anglesey, the coast of which is bounded with precipitous rocks, without, for many miles, an inlet for shelter, but for boats of the smallest size. Near the coast are the "Skerry," the "Mouse," the "Harry Furlong," and other dangerous rocks; and the land here, in conjunction with the Skerry Rock, upon which there is a lighthouse, forming, as it does, the northern limit of Holyhead Bay, causes very rapid currents and whirling eddies, which, of themselves, add to the dangers of the vicinity. But when storms arise, and tempests rage and agitate those currents and eddies, the dangers on the coast in that neighbourhood can scarcely be imagined. They are not surpassed on any other coast.

Mrs. WILLIAMS had not long resided in the locality, where for 34 years she exercised the courtesies that delighted a large circle of friends, as well as dispensed a wide-spread benevolence, not soon to be forgotten by her humble neighbours, when she became sensibly alive to the dangers to which those are exposed who "go down to the sea in ships, and have their business in the great waters;" and having, in 1821, sketched the landing of George the Fourth at Holyhead, she lithographed the drawing, by the sale of which she raised 50*l.* or 60*l.*, and lodged the amount in a neighbouring savings' bank. Out of this fund, to which she subsequently largely added, she rewarded those who gallantly exerted themselves in saving lives or property in cases of wreck, whether on the coast of Anglesey or Carnarvonshire.

She soon found that her efforts, single-handed, were very inefficient to meet the emergencies of all the cases that arose, when, in 1824, Providence, in the exercise of its wise dispensations, moved several benevolent gentlemen to establish in London "The Royal National Institution for the Preservation of Life from Shipwreck," of which THOMAS WILSON, Esq., M.P., was Chairman; and GEORGE PALMER, Esq., M.P., of Nazing Park, Essex, the Deputy Chairman.

That Society had not long been in existence, when Mrs. WILLIAMS induced her husband, a task of easy accomplishment, to

bring under the notice of Mr. PALMER the dangers of the coast by which his residence was almost surrounded, when the Society in the handsomest manner presented a life-boat, on Mr. PALMER's plan, which was accordingly stationed at Cemlyn, a place of great danger, not far from the Rectory; the sunken or half-tide rocks of "Harry Furlong" being directly opposite the life-boat house.

It now became evident to Mrs. WILLIAMS that the services of a life-boat could not be availed of at any great distance from the point where stationed; and as all parts of the coast of Anglesey, except the Menai Straits, are exposed and dangerous, it was clearly manifest to her that much more had to be done. She therefore called to her aid those who felt pleasure in serving under her banner of benevolence and humanity, and "The Anglesey Branch of the Royal National Institution for the Preservation of Life from Shipwreck" came into existence. The nobility, clergy, and gentry, not only of Anglesey, but of other parts of North Wales, liberally responded to calls for contributions, and became annual subscribers; and in 1828 two life-boats were built at Holyhead, making an establishment of three for the coast of the county. Since then three more have been added, and the whole are stationed respectively at Cemlyn, the parent station, Holyhead, Rhoscolyn, Llanddwyn, Moelfre, and Penmon. At some of the stations there is also the rocket apparatus.

Since the commencement of the Branch Institution at Anglesey in 1828, to the end of the year 1854, to which date only an account of its proceedings has been published, the life-boats of the Society have rescued from vessels that were total wrecks 423 persons; and 169 persons were saved by other means, making a total of 592 persons saved; and for those services 673 persons have been rewarded from the funds of the Society, in connection with the London Institution, with 826*l.* 17*s.* 3*d.*—two gold medallions, one of which was presented to her husband for meritorious service—and nineteen silver medals. Thus this excellent and truly pious lady not only accomplished in this respect the wishes of her benevolent

heart, but was rewarded with the happiness of beholding for many years the highly efficient operations of the humane Institution she had so materially assisted to found.

One incident only must not be omitted, which will show that Mrs. WILLIAMS had the courage to act, as well as the capacity to devise and the zeal to persevere. A signal was made at the Skerry Rock that one of the light-keepers was very ill, and medical assistance wanted. The wind blowing a gale from the northward, a boat from Holyhead could not attempt the passage; but although a very heavy broken sea was running at the time, as the life-boat from Cemlyn could fetch the Skerries on one tack, she immediately went with her husband, taking with her her medicine-chest, and afforded the poor man the aid he required.

Alas! she is now no more. In her demise her husband and family have suffered a severe bereavement—a large circle has lost a sincere friend—the poor in the neighbourhood of Llanfairynghornwy a kind and sympathising benefactress—and the "Royal National Life-boat Institution" a most indefatigable and zealous supporter.

THE WRECK REGISTER FOR 1855.

IN accordance with our annual custom, we publish this important document, which has been presented by the Board of Trade to both Houses of Parliament. The facts it discloses are of the most interesting character.

It appears that the total number of wrecks and casualties reported to have occurred to vessels on the coasts of the United Kingdom, in 1855, was 1,141, representing a burthen of 176,544 tons; 963 being British, 11 colonial, and 116 foreign; of which number were—totally lost by wreck, 272; stranded and recovered, 246; stranded (but whether total or partial loss not reported), 167; totally lost in collision, 55; seriously damaged in collision, 178; slightly damaged in collision, 14; leaky and foundered, 49; leaky and put back to discharge and repair, 47; destroyed by fire, 14; found "derelict," 19; dismantled and otherwise damaged, 49; abandoned, 20; capsized and sunk, 9; seriously damaged by



WRECK CHART OF THE BRITISH ISLES FOR 1855.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.

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

Scale of Nautic Miles.

10 0 50 100



spontaneous combustion of cargo, 2; total, 1,141.

Of these, 576 occurred on the east coast of Great Britain; 251 occurred on the west coast of Great Britain; 117 occurred on the south coast of Great Britain; 127 occurred on the Irish coast; 10 occurred off the Scilly Islands; 6 occurred off the Channel Islands; 34 occurred off the Northern Islands, viz., Orkneys, Shetland, and Hebrides; 13 occurred off the Isle of Man; and 7 occurred off Lundy Island; total, 1,141.

Of which the number reported to have been stranded on the various sands and banks were—7 on the Scroby, 4 on the Kentish Knock, 4 on Whitburn Steel, 1 on N. Bishops; 3 on West Hoyle, 1 on the Sunk, 1 on Long Sand, 2 on Dogger Bank, 3 on the Barber, 1 on the Balls, 3 on the Gaa, 3 on the Shipwash, 6 on the Hasboro', 1 on the N. Bull, 1 on the S. Bull, 16 on the Goodwin, 4 on the Gunfleet, 1 on the Hook, 4 on the Brake, 1 on the Langham, 2 on the Middleton, 2 on the Maplin, 1 on the Nore, 3 on the Barnard, 2 on Hubberstone Pill, 2 on the Pye, 5 on the Newcome, 3 on Cardiff Sands, 1 on the Barrow, 3 on the Blacktail, 2 on the Swin, 1 on the Wainfleet, 2 on Tetney Sand, 3 on the Galloper, 1 on the Knowle, 1 on the Tongue, 1 on Hayle Sand, 1 on the Coatham, 2 on Burbo Bank, 1 on N. Spit, 3 on the Nash, 1 on the Blakeney, 2 on Arklow Bank, 2 on the Rose, 6 on Donna Nook, 3 on the Owers, 2 on the Stanton, 2 on the Herd, 2 on the Holm, and 4 on the Leman.

The number of casualties in each month was—

January . . . 102	July . . . 41
February . . 113	August . . . 54
March . . . 93	September . . 64
April . . . 43	October . . . 134
May . . . 58	November . . 176
June . . . 33	December . . 230

Of the whole number of vessels wrecked or damaged—541 were under 100 tons, 496 were 100 and not exceeding 300 tons, 67 were 300 and not exceeding 600 tons, 27 were 600 and not exceeding 900 tons, 4

were under 900 and not exceeding 1,200 tons, 6 were 1,200 tons and upwards; 34 of the number were steam-vessels.

FREIGHTS.—Manure and oilcake, 22; iron, ironstone, or copper ore, 44; grain, oatmeal, or flour, 85; cotton, 4; salt, 22; general merchandize, 125; clay, 12; stone, lime, slate, or bricks, 28; timber or bark, 45; fruit or potatoes, 11; passengers, 17; coals, 229; colliers in ballast, 81; other ships in ballast, 90; fishing-smacks, 16; unknown, 310.

Number of wrecks in 1852, 1,015; in 1853, 832; in 1854, 987; in 1855, 1,141.

Wrecks reported in 1855 show an increase of 12·4 per cent. as compared with 1852; of 37·1 per cent. as compared with 1853; of 15·6 per cent. as compared with 1854. This increase in all probability arises, in part at any rate, from the facility with which returns are now obtained from inspecting commanders of Coastguard and receivers of wreck under the Merchant Shipping Act 1854.

The number of lives reported as saved from wrecked vessels was—

By luggers and other small craft . . .	439
By assistance on shore with ropes, mortar apparatus, &c.	399
By ships and steam-vessels	290
By life-boats	251
By individual exertions of a meritorious character	9
Total	1,388

The large number of lives thus saved from shipwreck during the past year is a most gratifying feature in the return, and clearly shows how much can be accomplished in the preservation of life on occasions of such calamities by well-directed efforts. It also shows how much has been done in this respect through the useful operations of the Royal National Life-boat Institution, in conjunction with life-boat establishments around the coast. Through the increased encouragement given to seamen forming boats' crews, the improvement in the build of life-boats, their more perfect equipment and their increased number, there has come into existence

and action a machinery for saving life from shipwreck more commensurate with the urgent demand for it, and more creditable to this maritime country than has ever existed in any former period in its history. There can be no doubt that much credit is due also to the excellent and judicious arrangement of the Board of Trade in the distribution of its grants to accomplish this desirable object.

In 1855 the total number of lives lost was 469.

In 1854 the total number of lives lost was 1,549; in 1853, 689; in 1852, 920.

The number of collisions reported is greatly on the increase, being 247, against 94 registered in 1854, 73 in 1853, and 57 in 1852. This increase is perhaps attributable, in part at any rate, to the same cause as that of the number of wrecks above mentioned.

The wreck experience of the year 1855 has been extremely favourable to life; the number lost being 451 less than 1852, 220 less than 1853, and 1,080 less than 1854; the only casualty of magnitude being the ship *John*, off the Manacles, on 3rd May, by which 191 lives were lost; 6 lives were also lost in the *Stranger*, on the Barber Sand; 8 in *Maria Branson*, off Bude; 21 in the *Morna*, on the North Bishops; 6 in *John Bannerman*, Carnarvon Bay; 8 in *Anpulla*, off Beech Haven; 5 in *Sovereign*, off Holmpton; 6 in the *Commercial*, off Flamborough Head; 8 in *Brailsford*, on West Hoyle; 12 in *Enchantress*, off Dun-geeness; 7 in *Echo*, off Bardsey; 6 in *Charlotte and Mary*, off Aldboro'; 5 in the *Charles*, off Whitby; 18 in the *Will-o'-the-Wisp*, off Burn Rocks; 6 in *Hero*, off Youghal; 10 in *Emehiden*, off Cape Wrath; 13 in haddock boat, off Mabray Head.

The accompanying wreck chart shows clearly the site of each of the casualties from shipwrecks on our coasts during the year 1855. Who can behold such a picture of the loss of hundreds of lives, and the destruction of millions' worth of property, without contributing, as far as his means will allow him, to the mitigation of the sufferings of those who "go down to

the sea in ships, and have their business in the great waters?"

The melancholy interest which attaches to this periodical record of the havoc of the storm has been thus graphically commented on in "*Mitchell's Maritime Register*":—

"The sacrifice of human life and the loss of property which are crowded into this sad record are not, perhaps, understood by the casual reader, but are keenly realized in many a home throughout these islands and in many a house of business. The foundering of the good ship amidst the wild tumult of the elements—the wreck beaten into staves on a lee shore—the terrible collision on the watery highway, when one or, perhaps, both vessels sink with their living freight and costly cargo, perhaps to rise no more—such incidents as these are recorded, it may be, in a brief line or two, yet what a volume of loss and of anguish are embraced in the few words in which each tale is told! We are no sentimentalists, but we do not believe that, in the dark circle of calamity, anything more dreadful in reality occurs than may be found in these annals of maritime disaster which are placed periodically before the public, divested of any colouring, and unaccompanied for the most part by any comment. But we cannot doubt that, painful as the consideration of such topics must be, they should be made, occasionally at least, the subject of special and of earnest remark, and at no time more so than at this particular season."

ABSTRACT FROM THE MEETINGS OF THE COMMITTEE FOR THE YEAR 1856.

Thursday, Jan. 3, 1856.—THOMAS CHAPMAN, Esq., F.R.S., in the Chair.

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

Elected Captain CHARLES EDEN, R.N., C.B., Comptroller-general of the Coastguard, a member of the Committee of Management.

Read letter from FRANCIS BRODIGAN, Esq., of the Temple, transmitting a form of agreement, which he suggested might be used by the Institution in lieu of leases in respect to the sites of ground on which its life-boat houses might be erected.—Decided that Mr. BRODIGAN be thanked for his obliging communication, and that the

form of agreement suggested by him be used by the Institution.

Resolved—

1. That the Board of Trade be moved to supply additional rocket stations in the vicinity of Dungeness.

2. That 1,200*l.* from the funded capital of the Institution be sold, agreeably to a previous order.

3. That the Dungeness life-boat and carriage be transferred to Rye, and that a new life-boat and carriage more suitable to the locality be supplied to Dungeness.

Read letter from Captain ELLIS, R.N., of Southwold, stating that the new life-boat built by the Messrs. BEECHING, of Yarmouth, had arrived at Southwold, and requesting a remittance of the 200*l.* promised by the Institution to pay for the same.—Ordered that a draft for 200*l.* be accordingly forwarded to Captain ELLIS.

Read letter from Mr. WALKER, late of the Royal Navy, Chief Officer of Watchet, Coastguard Station, stating the necessity of three life-boats within the limits of the station under his command, extending from Stert to Glenthorn, on the western boundary of Somerset, a distance of 40 miles seaboard. He stated that he should, in conjunction with his Inspecting Commander, be happy to assist in carrying out any plan for the accomplishment of that humane object, and as an earnest of his interest in the matter, he offered to contribute 5*l.* towards the undertaking.—Ordered the usual preparatory life-boat queries and other life-boat papers to be sent to Mr. WALKER.

Read letter from Mr. BARTLETT, of Teignmouth, of the 21st December, stating that the life-boat of that place had been tried, and that the trial had been satisfactory. This boat had been recently altered in London to Mr. PEAKE's plan.

Read letter from Mr. VIDLER, of the 26th Dec., stating that he should be happy to co-operate in establishing a Life-boat Branch at Rye, and adding that he was then in correspondence with several gentlemen on the subject.—To be thanked.

Read letter from Mr. HOLMAN, mariner, of Hartlepool, of the 18th December, forwarding a description and model of his life-boat. He proposed to propel his boat by paddles.—To be acknowledged.

Reported the transmission of various model life-boats and other life-preserving apparatus, received from the Paris Exhibition, to the Crystal Palace, Sydenham.

Read letter from H. D. P. CUNNINGHAM, Esq., R.N., of Gosport, transmitting a description of his Cape Town life-boat carriage, a model of which he also submitted to the Committee.—Decided that Mr. CUNNINGHAM be instructed to build for the Institution a carriage after his plan.

Read letter from the Rev. RICHARD TYACKE, Honorary Secretary to the Padstow Branch, stating that the Local Committee had collected about 160*l.* towards their proposed life-boat, and that the boat would require two transporting car-

riages—one for each side of the harbour. He likewise transmitted a copy of a letter received from the Duchy of Cornwall, stating that the Prince of Wales had contributed 25*l.* towards the establishment, and had permitted, at the request of the Local Committee, the boat to be called *Albert Edward*.—Decided that one carriage be at present supplied, until the Local Committee had tested its applicability to their locality.

Paid 967*l.* 17*s.* 1*d.* for new life-boats, sundry charges on life-boats, life-boat carriages, and life-boat houses.

Voted four Silver Medals, six Thanks of the Committee inscribed on vellum, and 41*l.*, as rewards for saving lives from wrecks, as follows:—

Voted the Silver Medal of the Institution to DENNIS DONOVAN, chief boatman of the Kilmore, County Wexford, Coastguard Station, in testimony of his gallant conduct in putting off in a boat, with three of his crew (who with him had received 10*l.* for their services), and rescuing, at considerable risk of life, five of the crew of the brigantine *Isabella*, of Newport, which, during a heavy gale, was wrecked on the rocks off that station on the night of the 18th Dec. Much credit was also due to Captain SHOVELLER, R.M., the chief officer of the Coastguard, for his vigilance and attention.

The thanks of the Committee were also voted to WILLIAM BYFORD, Esq., R.N., chief officer of the Camber Coastguard Station, and also a reward of 10*l.*, to be divided between his crew of two men, and the master and crew of the Rye Harbour Commissioners' steam-tug *Erin*, for their services to the crew of 6 hands of the *Eliza Lomer*, of Sunderland, which became a total wreck during a gale of wind, near the above station, on the 23rd Dec. last.

Voted also the Silver Medal of the Institution to Lieutenant JESSE, R.N., chief officer of the Tenby Coastguard Station, and a reward of 16*l.* 10*s.* to his crew of eleven men, in testimony of their gallant conduct in putting off in the life-boat, and rescuing on the afternoon and night of the 18th Dec. last, the crews of the schooner *Agenorina*, of Bideford, and of the schooner *Alexandre*, of Havre.

Also 3*l.* 10*s.* to the crew of the life-boat at 31 Martello Tower, Kent, for putting off to the rescue of the crew of 12 hands, of the Danish bark *William*, which was wrecked in thick and squally weather near that place on the 27th Dec. No other boat than the life-boat was able to approach the vessel. The boat was represented to have behaved well on the occasion.

Voted also the Silver Medal to Mr. JOHN ROBERTS, of Clogwyn, and 2*l.* to two other men, in testimony of their noble conduct in rushing into the surf to the rescue of 4 out of 8 of the crew of the French brig *Charlotte*, which, in a gale of wind, was stranded near Harlech, on the 24th Dec. last.

Also a reward of 9*l.* to the crew of the Gorleston life-boat, for rescuing the crew of 8 men of the brig *Eliza*, of Montrose, which in a heavy gale of wind, drove from her anchors, and struck on the outer bank, near Yarmouth, on the

18th Dec. The vessel, shortly after the crew were taken off, went to pieces. The life-boat belongs to the boatmen of the village, which they had recently succeeded in placing, through their own contributions, aided by a grant of 50*l.* from the National Life-boat Institution, on this important station.

Also the Silver Medal and the thanks of the Committee, inscribed on vellum, to Mr. JOSEPH HODGSON, a carver of Sunderland, in testimony of his extraordinary exertions, extending over a period of twelve years, in saving life. He had personally rescued 10 persons from drowning, and had assisted in life-boats and other boats in saving about 17 others.

Thursday, 7th Feb., 1856. His Grace the Duke of NORTHUMBERLAND, K.G., President of the Institution, in the Chair.

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

Read the Report of Captain MCHARDY, R.N., and Captain WARD, R.N., respecting their visit to Ramsgate Harbour on the 22nd ult., to examine the means provided by the Commissioners for the preservation of life from shipwreck. They reported the same to be of the most complete and efficient character; and as reflecting much credit on the liberality of the Trustees, who had placed the same under the able superintendence of Captain MARTIN, their active Harbour-Master.

Resolved—

1. That the thanks of the Committee be given to the two officers for their valuable Report.

2. That copies of the said Report be transmitted to the Board of Trade, and to the Ramsgate Harbour Trustees.

3. That the thanks of the Committee, inscribed on vellum, be voted to Captain MARTIN, in testimony of his long and valuable services to shipwrecked crews and to vessels in distress.

Read letter from Captain GRANT, Secretary to the Royal Thames Yacht Club, of the 6th inst., stating that the Club had voted a donation of 10*l.* to the Institution, and that a member of the Club had promised to contribute one-half the cost of a life-boat, if other Members of the Club subscribed the other item.—To express the thanks of the Committee to the Club for its donation, and their sense of the liberality of the Member in question.

Read letter from Captain KENNEDY, R.N., of the 10th Jan., transmitting a copy of a letter from the Inspecting-Lieutenant at Westport, containing a copy of a resolution passed at a public meeting, stating the necessity of a life-boat in that neighbourhood.—Decided that the usual preparatory life-boat queries and other papers be forwarded to Captain KENNEDY.

Read also a letter from Captain KENNEDY, R.N., of the 17th Jan., returning answers from Captain STUDDERT, R.N., to the life-boat queries relative to the Groomsport, Donaghadee, life-boat, and stating that a life-boat, 28 feet long, to pull 6 oars, single-banked, would be a suitable one for that locality; 33*l.* had been promised in aid of the establishment, and more was expected

for the permanent maintenance of the boat. Annual subscriptions to the amount of 4*l.* likewise had already been promised.—Decided that the subject of placing a life-boat at Groomsport be considered, as soon as the funds of the Society would admit of it, and that Captain STUDDERT be requested to continue his exertions.

Read letter from Mr. GROVE, of Arley Hill, Bristol, of the 24th Jan., stating, in his capacity as one of the executors, that the late B. COLES, Esq., of Tunbridge Wells, had left this Institution 200*l.*, 3 per Cents. Consols, payable after the demise of his widow.—Mr. GROVE to be thanked for his communication.

Read letter from Captain ELLIS, R.N., of Southwold, of the 25th Jan., transmitting a copy of a resolution passed at a Meeting of the Local Committee, thanking the Institution for its vote of 200*l.* in aid of their life-boat, and reporting that the boat had been tried, and had given satisfaction.

Read letter from Messrs. BOYDELL and GLASIER, of the 26th Jan., transmitting an estimate amounting to 30*l.* for building a life-boat carriage for the Dungeness boat, according to a plan suggested by Captain WARD, R.N. The carriage would be fitted with their endless railway and apparatus.—Decided that a transporting-carriage be built accordingly.

Read letter from W. W. E. WYNNE, Esq., M.P., of the 24th Jan., stating that the shipowners and masters of vessels at Barmouth, had unanimously agreed to subscribe 1*d.* per ton upon the regular tonnage of their vessels entering Barmouth, in aid of the maintenance of the life-boat of that place.—To be acknowledged.

Read letter from the Secretary to the Sunderland Seamen's Life-boat Committee, of the 26th Jan., reporting the completion of their life-boat, and requesting the grant of 10*l.*, promised by the Institution in aid of the same.—Ordered the payment to be made.

Read letter from Mr. McMAHON, of Islington, of the 26th Jan., transmitting a description and sketch of his plan for effecting communication with stranded vessels.—To be acknowledged.

Read letter from the Secretary to the Hartlepool Seamen's Life-boat, soliciting the assistance of the Institution in aid of building a house for their life-boat.—Decided that an additional grant of 10*l.* be made towards this undertaking.

Paid 543*l.* 18*s.* 9*d.* for new life-boat carriages, sundry charges on life-boats and life-boat carriages.

Voted five silver medals, one second service clasp, and six thanks of the Committee on vellum, and 169*l.* 11*s.* 8*d.* as rewards for saving life, as follows:—

Voted the silver medal of the Institution respectively to HENRY SMYTH, JOHN AIERN, DONALD GRAY, DANIEL REGAN, WILLIAM COX, and the second service-clasp to DENNIS DONOVAN, of the Kilmore Coastguard Station, in testimony of their very gallant conduct in a boat, in rescuing, at the imminent peril of their lives, the crew of 6 hands of the brigantine *Exile*, of New Ross. A Coastguard man, named JOHN BARRETT, who was

in the boat at the time, had since died, and the Committee voted 2*l.* to his widow.

Rewards to the amount of 117*l.* 10*s.* 8*d.* were also voted to the crews of the life-boats of the Institution stationed at Barmouth, Portmadoc, Moelfre, Pakefield, Aldborough, and Dungeness, for their laudable exertions in putting off on various occasions, during the past two months, in the said life-boats with the view of rescuing the crews of stranded vessels.

A reward of 10*l.* 10*s.* was likewise granted to the crew of a Pakefield yawl, for their praiseworthy conduct in saving the crew of 9 men of the brig *Content*, which was wrecked on the Holme Sand on the 17th Jan.

A grant of 10*l.* was also made in aid of a subscription which was being raised for the widow of THOMAS HOLMES, who was unfortunately drowned from the Spurn Point life-boat, on the 19th Nov. last, while rendering assistance to the schooner *Zabina*. HOLMES was a man of excellent character, and had often distinguished himself in the life-boat service.

A reward of 44*l.* was likewise voted to the crew of 22 men of a Pakefield yawl, in testimony of their noble services to the crew of the schooner *Ruby*, which, about midnight on the 17th Jan., was seen to be on the Newcome Sand. There was great risk in crossing the tremendous sea on the sand at the time; but seeing from the vessel's situation that she was in immediate danger, the yawl's crew consulted together for a few minutes, and then determined to venture their lives and their boat in an attempt to save the lives of the shipwrecked men, in which humane enterprise they fortunately succeeded. The yawl's men had signalled the Pakefield life-boat to come off to the schooner, but before the arrival of the life-boat at the scene of danger the schooner had gone to pieces.

Thursday, 6th March, 1856. THOMAS CHAPMAN, Esq., F.R.S., in the Chair.

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

Resolved—That a life-boat carriage be built by Messrs. BOYDELL and GLASIER, for the Sennen Cove life-boat.

Read letter from Mr. CLIFFORD, of Inner Temple Lane, of the 27th Feb., transmitting a copy of the Report of the Emigration Officer at Liverpool, on his plan for lowering ships' boats. The officer spoke very favourably of the same.—Mr. CLIFFORD's ingenious plan is noticed at length in No. 19 of the *Life-Boat Journal*.

The Inspector of Life-boats reported his conveyance of the tubular life-boat, on Mr. RICHARDSON's plan, from Manchester to Rhyl. He had received valuable assistance from HENRY RICHARDSON, jun., Esq., during the transit of the boat.—Decided that Mr. RICHARDSON be thanked for his services.

Read letter from Mr. LEES, of Manchester, builder of the Rhyl tubular life-boat, transmitting his account, amounting to 200*l.*, for constructing

the boat. He also handed in an account of 2*l.* 10*s.*, incurred in forwarding the boat to Runcorn.—Ordered to be paid.

Read letter from the Rev. H. MORGAN, Secretary to the Rhyl Branch, of the 29th ult., conveying the thanks of the Local Committee to the Institution for the tubular life-boat.

Read letter from Captain SIR GEORGE BROKE, Bart., R.N., stating that he wished to give a donation of 50*l.* to the Institution, and 5*l.* a year to each of the three Branches of the Society on the Suffolk coast.—Decided that Sir GEORGE BROKE be thanked for his munificent contributions.

Read letter from Inspecting-Commander ALDRICH, R.N., of Sheerness, of the 17th Feb., stating that it had been arranged to have a sermon preached by the Rev. G. BRYANT, in the parish church of that town, on the 24th inst., in aid of the funds of this Institution.—Captain ALDRICH and Mr. BRYANT to be thanked.

Read letter from F. LEAN, Esq., R.N., Secretary to the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, of the 8th Feb., transmitting a draft for 100*l.* from that Society, in aid of the funds of the Institution.—To be thanked.

Approved of a draft of the Balance-sheet of the Accounts of the Institution, as audited by Mr. BEGGIE; and decided that His Grace the President be requested to take the Chair at the Annual Meeting of the Institution, to be held at the London Tavern, in the month of April, on a day he might name.

Paid 329*l.* 7*s.* 9*d.* for sundry charges on life-boats, life-boat carriages, and life-boat houses.

Voted the silver medal of the Institution to Mr. ROBERT PARROTT, chief boatman of the Tenby Coast-guard station, in acknowledgment of his repeated services in saving life from wrecks.

Voted also a reward of 4*l.* to the crew of eight men of the Llanddwyn life-boat, for their services to 19 of the crew of the ship *William Cary*, which, in thick and stormy weather, grounded on Carnarvon Bar, on the 12th Feb. The vessel was ultimately got off.

Also a reward of 4*l.* 10*s.* was likewise voted to a boat's crew of 6 men for their laudable services to one of the crew of the brig *Amelia*, which was totally wrecked on the Heoper Sands, in Carmarthen Bay, on the 24th Jan. last.

Also the thanks of the Committee, inscribed on vellum, to Captain EVAN EDWARDS of Barmouth, in acknowledgment of his general services in rescuing life from shipwreck.

Thursday, March 26, 1856.—THOMAS CHAPMAN, Esq., F.R.S., in the Chair.

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

Elected Captain SIR GEORGE BROKE, Bart., R.N., a vice-president of the Institution and a member of the Committee of Management, in virtue of his munificent donation of 50*l.* in aid of the funds of the Society, and 15*l.* annually towards the maintenance of three of its life-boats on the Suffolk coast.

Voted the thanks of the Institution, inscribed on vellum, to JAMES PEAKE, Esq., Assistant Master Shipwright in H. M. Dock-yard, Woolwich, in appreciation of his having matured and brought to a state of great perfection his plan of life-boat, and in acknowledgment of his kind and constant services in superintending the building of the life-boats of the Royal National Life-boat Institution.

Read letter from the Secretary to the Ramsgate Harbour Trust, of the 10th March, conveying the thanks of that Board for the Report of the two officers (Captain M'HARDY, R.N., and Captain WARD, R.N.) appointed by this Institution to inspect, at the request of the Commissioners, the means of saving life at the said harbour.

Read letter from Captain ROBERTSON, R.N., Inspecting Commander at Hastings, and from A. B. VIDLER, Esq., of Rye, stating that 56*l.* in donations and 13*l.* in annual subscriptions had been promised in aid of the life-boat proposed to be placed at Rye.—Both communications to be acknowledged.

Paid 20*l.* 16*s.* 2*d.* for sundry charges on life-boats.

Voted the silver medal to Mr. CHARLES TAW, Master of the schooner *Devonport*; also the thanks of the Committee to Captain BUCHAN, R.N., and 2*l.* 10*s.* to five other persons in acknowledgment of their services to two out of four men who were capsized from a boat near Porthcawl, Glamorgan, on the 8th Feb. last.

Also the thanks of the Committee, inscribed on vellum, to JAMES BARRETT, Esq., chief officer of the Coast-guard at Ballygeary, coast of Wexford, and 4*l.* to 4 other men, in testimony of their services to the crew of the brig *Spec*, of Cork, which was wrecked in Bellyhore Bay on the 5th Feb. last.

Also 2*l.* to 2 lads who put off, amidst considerable danger, in a small boat from a smack to the rescue of twelve persons belonging to the barque *Proteus*, which was wrecked on the Blackwater Bank on the 12th Feb. last. The men were floating on a piece of the wreck when they were picked up.

Also 7*l.* to 7 men for their services to one out of two persons who were capsized from their boat near Dangan, on the coast of Galway, on the 13th Dec. last.

Also 4*l.* 10*s.* to 9 men for their services to the crew of 7 hands of the schooner *Sarah*, which was wrecked near Teignmouth, Devon, on the 11th March last.

Reported that the Pakefield life-boat, manned by 21 men, had saved the crew of 12 men belonging to the brig *Henry*, of Montrose, which was wrecked near the Pakefield light-house on the 13th inst. The life-boat crew were paid for their services by the owners of the vessel.

Thursday, April 10, 1856.—The Annual General Meeting of the friends and supporters of the Royal National Life-Boat Institution was held this day at the London Tavern. THOMAS CHAPMAN, Esq., F.R.S. Deputy Chairman, presided on the occasion. 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 WILLIAM COTTON, Esq., F.R.S., late Governor of the Bank of England, and seconded by Rear-Admiral C. R. DRINKWATER BETHUNE, C.B.

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

Moved by Rear-Admiral Sir THOMAS HERBERT, K.C.B., M.P., and seconded by MONTAGUE GORE, Esq., late M.P. for Barnstaple.

2. That this Meeting has heard with extreme satisfaction that the numerous Life-boat Establishments in connection with the Institution are in so highly efficient a state; and also the encouraging fact that the unusually large number of 1388 persons have been rescued during the past year from a watery grave by life-boats and various means provided by this Society and other Bodies, on the coasts of the United Kingdom, for the preservation of life from shipwreck.

That this Meeting, therefore, pledges itself to use every exertion to support this truly national Institution in its humane work: so that its operations may be co-extensive with the urgent requirements for life-boats on the coasts.

Moved by Captain STEPHENSON ELLERBY, one of the Elder Brethren of the Trinity House, and seconded by Major-General BLANSHARD, R.E., C.B.

3. That the thanks of this Meeting be given to the several Honorary Local Life-boat Committees in connection with the Institution, to the Comptroller-General and the Deputy-Comptroller of the Coastguard, and the Officers under their command, for the valuable assistance which they continue to render to the Society.

Moved by JOHN CHAPMAN, Esq., and seconded by Captain GORDON, R.N., one of the Elder Brethren of the Trinity House.

4. That this Meeting tenders its cordial thanks to THOMAS BARING, Esq., M.P., the Chairman, and to THOMAS CHAPMAN, Esq., F.R.S., the Deputy-Chairman, and to the other Members of the Committee of Management, for the care and attention with which they have administered the important affairs of the Institution.

Moved by FRANCIS WILSON, Esq., V.P., and seconded by GEORGE LYALL, Esq.

5. That the cordial thanks of this Meeting be given to THOMAS CHAPMAN, Esq., Deputy-Chairman of the Institution, 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, May 1, 1856.—THOMAS CHAPMAN, Esq., F.R.S., in the Chair.

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

Read letter from CHARLES ATHERTON, Esq., C.E., of Her Majesty's Factory, Woolwich, transmitting a few copies of a paper read by him before

the Society of Arts on Tonnage Registration.—To be acknowledged.

Mr. ARBERTON's paper is instructive and interesting; and we take this opportunity to recommend it to the notice of our nautical readers.

Read a communication from Captain LAMBERT PERROTT, transmitting extracts from a speech in the House of Commons by the late Admiral Sir E. CODRINGTON on his presenting a petition from Lieut. HOUGHON, R.N., in which the petitioner prayed that a general Mercantile Surveying Board might be established to insure the construction of safe ships, and also a Board for examining the officers of merchant vessels, in order to insure their safety, and the safety of the lives of their crews. (Both suggestions of the deceased officer have been incorporated in the Merchant Shipping Act 1854.)

Read letter from Mr. W.M. MYALL, of Kingston-upon-Thames, of the 27th March, calling attention to his plan of life-boat. To be acknowledged.

Paid 369*l.* 8*s.* 11*d.* for new life-boats and life-boat carriages, and sundry charges on life-boats.

Voted the silver medal to GEORGE HAMILTON, chief boatman of the coastguard at Neds Point, Donegal, and 3*l.* to his boat's crew of 6 men (who, with him, had received 10*l.* salvage), in acknowledgment of their services to the crew of 15 men of the barque *Augusta Jessie*, which was wrecked during a gale of wind on the 6th Feb. last.

Also 12*l.* to the crew of the Berwick life-boat for putting off in her during the night of April 14, with the view of rendering assistance to a vessel in distress.

Also 7*l.* to 14 men who put off in the Newbiggin life-boat to the assistance of several fishing-boats, which were suddenly overtaken by a storm on the 1st April last.

Also 2*l.* to 7 men for putting off in their boat, and rescuing the crew of five men of the brig *Phillippa*, which was wrecked during a gale of wind on the Milton Sands, near Dumfries, on the 18th Dec. last.

Thursday, June 5, 1856.—THOMAS CHAPMAN, Esq., F.R.S., in the Chair.

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

Resolved—

1. That the Lords Commissioners of the Admiralty be memorialised to station one of Her Majesty's small steamers in the Downs, having attached to her one or two suitable life-boats, to be provided by this Institution, for the purpose of saving life from ships wrecked on the Goodwin Sands.

2. That a 30-feet life-boat, on Mr. PEAKE's design, be stationed on Walmer beach, and that a house and carriage be provided for the same.

3. That FREDERICK LETTS, Esq., be thanked for his liberality in granting a site of ground for the Walmer life-boat house; and also Captain CHARLEWOOD, R.N., for his valuable assistance, in conjunction with other gentlemen, in establishing a branch of this Institution at Walmer.

4. That a life-boat be placed at Westport, on the west coast of Ireland, and that the same be forwarded to her station as soon as the boat-house would be ready for her reception.

5. That a life-boat house be erected at Rye, at a cost of 73*l.*; and that W. L. SHADWELL, Esq., be thanked for the site of ground which he had given for the same.

6. That a life-boat house, at a cost of 95*l.*, be also erected at Rhyl.

7. That a second-class life-boat, on Mr. PEAKE's design, be ordered to be built for Appledore, in lieu of a former boat there, which had become unserviceable.

Read letter from A. W. JAFFRAY, Esq., of St. Mildred's Court, of the 22nd May, requesting that the Institution would accept one of FRANCIS's American life-saving cars, which he had ordered to be brought over from New York to this country.—Decided that Mr. JAFFRAY's valuable present be accepted, and that he be thanked for the same.

Reported, that the Sennen life-boat, with some shore boats, had assisted to bring into Penzance an abandoned vessel.

Read letter from the Secretary to the Royal Humane Society, of the 10th May, transmitting 50 copies of the Society's new method for treating the apparently drowned.—Reported that a copy of the same had been forwarded to each of the life-boat stations of the Institution.—To be acknowledged.

Read letter from the Secretary to the Admiralty, of the 31st May, transmitting a plan and description of an apparatus invented by Captain TREMBLAY, of the French Navy, for effecting communication from the shore with a stranded vessel.—To be acknowledged.

Paid 479*l.* 6*s.* 8*d.* for new life-boats, life-boat carriages, and sundry charges on life-boats.

Voted the silver medal to Captain NORCOCK, R.N., Inspecting Commander of the Coast-guard at Fowey, Cornwall, and also to THOMAS HENWOOD and RICHARD JOHNS, in acknowledgment of their gallant services to one out of four of the crew of the schooner *Endeavour* of Ipswich, which, during a gale of wind, was wrecked near Gribbon Point, Cornwall, on the 6th May last. The thanks of the Committee, inscribed on vellum, were also voted to Mr. W. C. GEACH, for his promptitude and forethought in conveying a small boat on a waggon to a spot near the site of the wreck. The boat was afterwards lowered over the cliff to the rocks below, a height of no less than 200 feet. Captain NORCOCK immediately afterwards jumped into the boat, accompanied by the two men above named, and after a manful struggle, at the risk of their lives, they succeeded in reaching the wreck, and in taking off in an exhausted state the only survivor of the crew.

Voted also 8*l.* 10*s.* to the crews of two fishing-boats, for rescuing 4 out of 8 of the crew of the brig *Reform*, of Belfast, which, during a south-east gale of wind, was wrecked near Shark Head, on the coast of Galway, on the 24th March last.

Thursday, July 3, 1856.—THOMAS CHAPMAN, Esq., F.R.S., in the Chair.

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

Elected Vice-Admiral Sir JOSHUA R. ROWLEY, Bart., a vice-president of the Institution, in virtue of his munificent donation of 50*l.* in aid of its funds.

Read letter from the Rev. WM. YATE, of Dover, of the 23rd June, stating that he had, at St. John's Mariners' Church in that town, preached on the previous Sunday two sermons in aid of the funds of the Dover Branch of the National Life-boat Institution, and that the collections after the same had amounted to 12*l.* 8*s.*—Mr. YATE to be thanked for his valuable assistance.

Read letter from R. PEARCE, Esq., of Penzance, of the 5th June, reporting the completion of the life-boat house of that place, and that the cost of the erection of the same was 88*l.*—Ordered the amount to be paid.

Read letter from EDWARD HOCKLEY, Esq., of Doctors' Commons, stating that the late Mr. CHARLES SELL, of Hoxton, had bequeathed the residue of his property, which was between 500*l.* and 600*l.* to the National Life-boat Institution and three other societies.—To be acknowledged.

Reported that His Grace the DUKE OF NORTHUMBERLAND had again directed a swimming-master to proceed to the coast to teach some of the fishermen the art of swimming.

Resolved—

That a life-boat carriage with BOYDELL'S Endless railway apparatus, be built for the Alnmouth life-boat.

Read letter from the Secretary to the Admiralty, of the 20th June, stating, in reply to a question from the Institution, that the Lords Commissioners of the Admiralty recommended that proceedings might be taken against parties who discharged cargoes of stone opposite life-boat houses, and below high-water mark.—To be acknowledged.

Paid 93*l.* 17*s.* 2*d.* for sundry charges on life-boats and life-boat carriages.

Voted 12*l.* to Mr. ADAM PINNER, master of the smack *Agenoria*, and his crew of 5 men, for their services in their boat in saving a man and a lad belonging to the brig *Julia*, of Whitby, which was wrecked on the Long Sand, during a gale of wind, on the 31st May last.

Also 2*l.* 10*s.* to 5 Coast-guardmen of the Teignmouth station, for putting off and rescuing 4 men who were capsized from a boat near that place on the 5th May last.

Also 4*l.* to 4 men who put off in their currachs to the rescue of 4 men who were upset from their boat during a gale of wind near Doaghbeg, on the coast of Donegal, on the 18th May last.

Also 2*l.* to JAMES SCOFIELD, fisherman, for rescuing, in his sailing-boat, 13 persons who were capsized from their boat, near Westport, on the 30th April last.

Monday, July 23, 1856.—THOMAS CHAPMAN, Esq., F.R.S., in the Chair.

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

Elected R. C. ROWLEY, Esq., a member of the Committee of Management of the Royal National Life-boat Institution.

Read letter from the Secretary to the Admiralty, of the 10th July, stating, in reply to the application of the Institution to place one of Her Majesty's gun-boats in the Downs, for the purpose of assisting to save life from ships wrecked on the Goodwin Sands, that their lordships regretted that, in their opinion such service could not be provided for in the way proposed.

Resolved—

1. That a new carriage be supplied to the Lyme Regis life-boat.

2. That an additional carriage be provided for the Padstow life-boat, and that the same be built on the Whitby life-boat carriage model.

3. That a two-wheeled suspension carriage fitted with BOYDELL'S endless railway apparatus be placed at Bideford.

4. That a circular letter be sent to the several branches of the Institution, suggesting that meetings of the Local Committees be regularly called at the end of each quarter, in order to report on the general efficiency of the establishments, and to request that all the life-boats be exercised, if practicable, in the early part of each quarter.

Paid 155*l.* 19*s.* 11*d.* for sundry charges on life-boats and life-boat carriages.

Voted 6*l.* 10*s.* to the crew of the Fishguard life-boat, for putting off on the 7th July to the brigantine *Theodore*, of Liverpool, which was observed to have a signal of distress flying in Fishguard Bay. The crew of the ship had determined to abandon the vessel, but the gale moderating, they were persuaded by the crew of the life-boat not to do so.

Also 2*l.* to WILLIAM COOPER, ferryman, for saving in his boat 7 out of 15 persons who were capsized from a boat in the River Tyne on the 6th July last.

Also the silver medal and 2*l.* to GRACE TAIT; likewise the silver medal and 2*l.* to ELLEN PETRIE; and 2*l.* to the father of the former, in acknowledgment of their putting off in a boat and rescuing, at considerable risk to their lives, 2 out of 4 men who were capsized from their fishing-boat in Blomel Sound, on the coast of Shetland, on the 24th May last.

Also 4*l.* 10*s.* to the crew of the Holyhead life-boat, for putting off on the 26th May to the assistance of the crew of the *Surinam*, of Liverpool, which was observed to be in a dangerous position near the South Slack lighthouse. A shore boat had previously gone to the assistance of the vessel, and by the joint exertions of both boats the vessel was in safety brought into the harbour.

Also 2*l.* to 3 persons, for putting off in a pilot coble and rescuing 4 out of 8 persons who were capsized from a boat, during squally weather, near Sunderland, on the 6th July.

Thursday, Sept. 4, 1856.—Captain LAMBERT PERROTT in the Chair.

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

Read letter from Dr. SIBBALD, of 96, Pad-dington, Liverpool, of the 11th Aug., calling attention to his Patent Ship Communicator, and requesting the acceptance by the Institution of the same.—To be accepted, and Dr. SIBBALD to be thanked.

The Inspector of Life-Boats reported that, at the late Yarmouth regatta, the *Aldboro'* and Thorpe life-boats had gained the rowing life-boat prizes. FRANCIS's American life-saving car was tested on the occasion, and was shown to be superior to any of the means hitherto employed to bring wrecked persons along a line to the shore.

Read letter from Captain KENNEDY, R.N., reporting the conveyance from Belfast on board a revenue-cruiser of the Newcastle, Dundrum, life-boat to her station.—To be thanked.

Read the Secretary's report of his recent visit to the Tenby, Fishguard, and Llanelly life-boat stations, all of which he found in a satisfactory condition.

Paid 366*l.* 19*s.* 2*d.* for sundry charges on life-boats and life-boat carriages.

Voted 6*l.* 10*s.* to the crew of the Bude-Haven life-boat, for putting off in her on the 13th August last with the view of rendering assistance to a vessel which had a signal of distress flying near Bude Haven. Before, however, the arrival of the life-boat, which had proceeded about a mile out, the vessel hauled down her colours and stood out to sea.

Also the silver medal and 5*l.* to Mr. WILLIAM CALLAWAY, mariner, in testimony of his very gallant services in rescuing 2 men, who were capsized from a boat during squally weather, near Lyme Regis, on the 22nd August last, and for having also, at the imminent risk of his life, plunged into the sea to attempt the rescue of a third man, who was unfortunately drowned.

Also 2*l.* to JOHN PEAT, a fisherman, for his prompt and laudable services in rescuing, with his boat, a man and a boy who were capsized near Torquay, from their fishing-boat during squally weather on the 14th August last.

Also 6*l.* 10*s.* to the crew of the Barmouth life-boat, for putting off in her on the morning of the 26th, and rescuing the crew, of 3 hands, of the smack *Ann and Catherine*, of Barmouth.

Also 30*l.* to the crew, consisting of 15 men, of a Pakefield yawl, for rescuing at the risk of their lives the crew, consisting of 5 men, of the sloop *Gorland*, of Dunkirk, which, during a gale of wind, was wrecked on the Newcome Sands on the 12th July last. When the sloop was first seen, the crew of the yawl deemed it too dangerous to approach her; but, on hearing the cries of the shipwrecked crew, after consulting together a few minutes, they made a bold and successful effort to rescue them.

Ordered that the Llanddwyn and Holyhead

life-boats be supplied with canvas covers, to protect them from drifting sand.

Reported the arrival of the life-boat and carriage at Castletown, Isle of Man, from Dundrum Bay.

Read letter from Mr. McNAMARA, Hon. Secretary to the Drogheda Branch, of the 18th August, reporting the arrival of the life-boat and carriage at that station.

Read letter from A. W. JAFFRAY, Esq., of St. Mildred's Court, of the 15th August, requesting to be informed if there was any chance of more of the American life-saving cars being imported. He stated that he would cheerfully contribute to a fund for that purpose, and that he would undertake to have the cars ordered and shipped in America.—To be acknowledged, and decided that a representation on the subject be made to the Board of Trade, and to suggest that three or four of these cars might advantageously be placed on the coast under the superintendence of the Coastguard.

Thursday, Oct. 2, 1856.—Captain LAMBERT PERROTT, in the Chair.

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

Read letter from Mrs. A.M. Wood, of the Lodge, Eltham, of the 29th Sept., offering 150*l.* to the Institution to build a second-class life-boat, and requesting that she might be allowed to give the life-boat a name.

Resolved—That Mrs. Wood's munificent offer be accepted, with thanks, and that it be suggested to her that the boat might appropriately be called after her own name.

Read letter from the Rev. HUGH MORGAN, Hon. Secretary to the Rhyl Branch, of the 1st inst., reporting the completion of the life-boat house.—Ordered that a draft for 95*l.* be transmitted to Mr. MORGAN to pay for the same.

Resolved—That a 28-ft. life-boat, to pull six oars, be ordered to be built for Hornsea, near Hull.

Read letter from Mr. BRYANT, of Padstow, transmitting an estimate, for 37*l.* 17*s.* 6*d.*, for the erection of a life-boat carriage-house, and stating that C. G. P. BRUNE, Esq., had liberally given the site of ground for the same.—Decided that Mr. BRUNE's liberality be acknowledged, and that the estimate for the erection of the house be accepted.

Read letter from the Rev. E. L. BERTHON, of Fareham, of the 7th Sept., calling attention to his present position in respect to his collapsing ship's life-boat, and stating that he had expended in bringing the same to its present state of perfection 5,000*l.*—To be acknowledged.

Read letter from Mr. SAMUEL LAING, engineer of Dundee, respecting his plan of ship's life-boat.—To be acknowledged.

Read letter from Capt. KENNEDY, R.N., of the 9th Sept., stating that the application of the

Institution in respect to the establishment of a Coastguard station at Rhyl would be duly considered, in the event of a Coastguard force being placed on that part of the coast.

Read letter from Mr. NICHOLLS, of Penrhyn, calling attention to his plan of life-boat, and requesting to be informed if the Institution assisted inventors to carry out their plans.—To be acknowledged, and to be informed that the Institution had no funds at its disposal for that purpose.

Ordered a roadway to be made for launching the life-boat at Hauxley, at a cost of 24*l.* 10*s.*; and the life-boat carriage to be altered at an expense of 4*l.* 10*s.*

Paid 165*l.* 12*s.* 2*d.* for sundry charges on life-boats and life-boat carriages.

Also 32*l.* to Mr. H. D. P. CUNNINGHAM, Esq., for a life-boat carriage.

Voted 3*l.* to the crew of a Coastguard boat for their services to a lad who was capsized from a boat during a squall of wind near Lamand's Cove, Bantry Bay, on the 14th July last.

Also 2*l.* to 2 men for their services in their currachs to 2 persons who were capsized from their boat in Sheephaven Bay, coast of Donegal, during squally weather, on the 26th August last.

Also 2*l.* 10*s.* to a boat's crew for their services in rescuing 3 out of 4 persons capsized from a boat near Cove Bay, Stonehaven, during a fresh breeze, on the 26th August last.

Also the second service clasp and 1*l.* to Mr. W. LEWIS, master of the smack *Tryall*, of Harwich, and 4*l.* to his crew of 4 men, for their valuable services in their boat to the crew of the sloop *Maria*, of Goole, which, during a fresh breeze and thick weather, was wrecked on the Long Sand on the 4th Sept. last.

Also 1*l.* to JOHN COLLINS, and 1*l.* to 2 others, for their promptitude in rescuing in their pilot-skiff 4 men from the brig *Ashley Down's* boat, which was overtaken by a storm in the Bristol Channel on the 19th September, and became water-logged.

Also 12*l.* to 6 men, for rescuing, with a life-serving apparatus, 5 men from a fishing-boat, which, during squally weather, was wrecked near Banff on the 26th August last. The men had previously made a gallant attempt to approach the wrecked people in a boat, but were unable to reach them from the heavy sea that was running at the time, and the violence of the gale.

Also 5*l.* to 5 men, in acknowledgment of their laudable services in rescuing, at considerable risk of life, 4 men and 1 woman, who were capsized from a fishing boat during a dark and stormy night, near Buckie, Banff, on the night of the 7th Sept. last.

Thursday, Nov. 6, 1856.—THOMAS CHAPMAN, Esq., F.R.S., in the Chair.

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

Read a copy of the probate of the will of the late HAMILTON FITZ GERALD, Esq., Commander

R.N., in which he bequeathed a legacy of 10,000*l.* to the National Life-Boat Institution. Captain FITZ GERALD was a Vice-President of the Institution, and had been a liberal contributor to its funds.

The Inspector of Life-Boats read a report of his recent inspection of various life-boats in connection with this Institution on different parts of the United Kingdom.

Resolved—

1. That the thanks of the Committee be given to Captain WARD, R.N., for his valuable report.

2. That 30-ft. life-boats be placed at Arklow and Cahore Point, and that life-boats, 28 ft. long, be stationed at Wicklow and Kilmore—the latter place is on the coast of Wexford.

Read letter from JOHN GEORGE, Esq., M.P., of Cahore, County Wexford, offering to co-operate with the Institution to place a life-boat at Cahore Point, and stating that about 80*l.* was likely to be raised to build a boat-house, and that about 20*l.* would probably be collected annually towards the maintenance of the boat.—To be thanked.

Read letter from MONTAGUE GORE, Esq., stating that the Rev. Sir WILLIAM DUNBAR, Bart., and the Rev. Dr. CROLY, had offered to preach sermons in aid of the funds of this Institution.—The offer of the Rev. gentlemen to be accepted with thanks.

Read letter from FRANCIS BRODIGAN, Esq., J. P., of the 4th Nov., stating that some of the pilots of Drogheda had enrolled themselves as the crew of the life-boat placed there, and that they were much pleased with the boat.—To be acknowledged.

Read letter from Mr. HARDACRE, of Platt-street, Oldham-road, Manchester, calling attention to his plan of life-boat.—To be acknowledged.

Read letter from Mrs. A. M. WOOD, of the Lodge, Eltham, of the 9th Oct., requesting that the life-boat, the cost of which she had contributed, be named the *B. Wood*.—Decided that the life-boat now building for Hornsea be accordingly named.

Read letter from Captain GRANT, Secretary to the Royal Thames Yacht Club, of the 2nd inst., stating that the contributions of some of the members of that Club for the purpose of presenting a life-boat to the Institution amounted to 160*l.* 17*s.*, and requesting to be informed on what part of the coast the Committee proposed to station the boat.—Decided that Walmer be named to the Club as a suitable station for the boat, and that the flag of the Club be painted thereon.

Produced and examined the quarterly reports of the state and exercise of the various life-boats of the Institution, all of which were reported to be in a satisfactory condition.

Decided that the thanks of the Institution be given to the Great Western Railway Company, for conveying the Appledore life-boat, free of charge, to Bristol.

Paid 60*l.* for Castletown (Isle of Man) life-boat house, and 89*l.* 3*s.* for sundry charges on life-boats.

Voted the thanks of the Committee to ARTHUR JAMES, Esq., chief officer of the Coastguard at Fivemile Point station, Wicklow, and 3*l.* 10*s.* to

his crew of 5 men, for rescuing, at considerable danger, with a lead and line, the crew of 5 men of the brig *Pelican*, of Drogheda, which, during a gale of wind and thick weather, was wrecked near the above station on the night of the 1st Oct.

Also the thanks of the Committee to Lieut. TAYLOR, R.N., chief officer of the Coastguard at Dunbar, and to his crew of 5 men, for rescuing, with the Manby apparatus, the crew of 10 men of the brig *Valentine*, of Rostock, which was wrecked near that station on the 28th September last.

Also the silver medal to DONALD THOMPSON, in acknowledgment of his gallant services in putting off on two occasions, and rescuing, at considerable risk of life, 2 of the crew of the Russian brig *Ahti*, which was wrecked near Ham, Thurso, during a gale of wind, on the 26th Sept. last. THOMPSON, and his crew of 4 men, had previously received a reward from the Board of Trade for their courageous services.

Also a reward of 1*l.* to a boat's crew, for promptly putting off to the rescue of 2 persons who were capsized from a boat near Rathmullan, on the 1st October.

Voted also 6*l.* to the crew of the Berwick life-boat, for putting off in her, and rescuing the crew, of 6 men, of the Norwegian galliot *Provence*, which was stranded near Berwick, during a gale of wind on the 28th Sept. last.

Thursday, Dec. 4, 1856.—THOMAS CHAPMAN, Esq., F.R.S., in the Chair.

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

Reported the death of Rear-Admiral BEECHEY, who was a member of the Committee of Management of this Institution and a liberal contributor to its funds. He always took a warm interest in the preservation of life from shipwreck.

Read the report of the Inspector of Life-boats, respecting his tour of inspection on the south-east coast of Ireland.

Resolved—

1. That a 30-feet life-boat, to pull ten oars, be stationed at Youghal.

2. That a 28-feet life-boat, to pull six oars, single banked, be placed at Penmon, on the Anglesey coast.

3. That a life-boat be built forthwith for Camber, near Rye, on the Sussex coast.

4. That life-boat carriages be provided for the life-boats to be stationed at Arklow, Cahore Point, Kilmore, Hornsea, and for the tubular life-boat now at Rhyl.

5. That a letter be addressed to the Rev. JAMES WILLIAMS, expressive of the sympathy of the Committee for the loss which he, as well as the life-boat cause, had suffered by the recent death of Mrs. WILLIAMS.

6. That the Bishop of London be invited to become a Vice-President of the Institution, and that his Lordship be informed that the Society has had always the honour of numbering amongst its Vice-Presidents the Bishop of London for the time being.

Read letter from WILLIAM RASHLEIGH, Esq., of Menabilly, Fowey, of the 15th Nov., stating that he was desirous to have a good life-boat on the part of the coast where he lived, and requesting information on the subject of the life-boats of this Institution.—Decided that various papers be forwarded to Mr. RASHLEIGH, and to offer him the co-operation of the Committee in his humane undertaking.

Read letter from A. B. VIDLER, Esq., of Rye, of the 24th Nov., stating that the life-boat lately at Dungeness had been brought to Rye.

Read letter from JAMES TREMBATH, Esq., of the 14th Nov., stating that 100*l.* salvage would be awarded to the Sennen Cove life-boat, manned by 9 men, for services which she had rendered, in conjunction with four other boats, to the *Charles Adolphe*, which they had brought from the Land's End to Penzance on the 7th May. Proportionate amounts of salvage had been awarded to the four other boats.

He stated that if, agreeably to the rules of this Institution, one-fifth were deducted for the maintenance of the life-boat, her crew of nine men would hardly receive 9*l.* each, which, although they had rendered the most important service, would be considerably less than what the other men would receive.—To be informed that the Institution placed the life-boat at Sennen Cove to save life, and not for salvage of property, except under such accidental circumstances as those which occurred in the case of the *Charles Adolphe*: that the crews of the life-boats of the Society, when they went afloat in them, did so on the express understanding that they were to receive a stipulated amount for their services: that in cases of salvage of property the Institution reserved only one-fifth of the total amount to cover the risk of injury to its life-boats. In this particular instance, the men, instead of being paid 1*l.* each by the Society, as they would have been for going off to save life, would receive 8*l.* or 9*l.* for services in the performance of which they had incurred neither risk to their lives nor to their property.

Read letter from Capt. KENNEDY, R.N., Deputy Comptroller of the Coastguard, of the 29th Nov., stating, in reply to the application of the Institution, that he had not at that time any vessel available for the conveyance of the new life-boat from Limehouse to Dungeness, but that, in a short time, he had no doubt a revenue cruiser would be able to forward the boat to her station.—To be thanked.

Read letter from T. B. CHANTER, Esq., of Bideford, of the 15th Nov., stating that the new life-boat which the Institution had just sent to Appledore gave much satisfaction to the seamen of the place.

Read letter from Capt. CHARLEWOOD, R.N., Honorary Secretary to the Walmer Branch of the Institution, stating that the Walmer boatmen were unanimous in their praise of the new life-boat. He had collected 30*l.* 7*s.* 6*d.* in annual subscriptions, and 31*l.* 18*s.* in donations: the boatmen had dropped into the contribution box, during the few days it had been exposed, 7*s.* 6*d.* in halfpence

and small change.—Capt. CHARLEWOOD to be thanked for his continued valuable services to the Institution.

Read letter from Capt. MARTIN, Harbour Master of Ramsgate, of the 5th and 25th Nov. and 2nd Dec., reporting the services rendered by the Ramsgate life-boat, in conjunction with the Trust steamer and some Ramsgate luggers, to the *Tartar*, of Yarmouth; the *Leopoldine*, of Oporto; and the *Sophia*, of Naples, which they had brought in safety from the Goodwin Sands into Ramsgate Harbour. He also stated that the Commissioners' steamer had taken into Ramsgate the crew of the Prussian brig *George Forster*, which was totally lost on the Goodwin Sands on the 30th Nov.

Paid 162*l.* 17*s.* 9*d.* for sundry charges on life-boats, life-boat carriages, and life-boat houses.

Voted 3*l.* to the master and crew of the smack *Tryall*, of Harwich, in acknowledgment of the valuable services rendered by them to the crew of five hands of the schooner *Hope*, of Goole, which was wrecked on the Long Sand, during squally weather, on the 8th Nov. last.

Also the thanks of the Committee, inscribed on vellum, to D. LYELL, J. DUNNETT, J. MURRAY, and J. NICHOLSON, in acknowledgment of their gallant services in putting off in a boat, at the risk of their lives, and rescuing two of the crew of the Russian schooner *Ahti*, which was wrecked near Ham, Thurso, on the 23rd Sept. last. These men had also received a gratuity and medal from the Board of Trade for their services on the occasion.

Also the thanks of the Institution, inscribed on vellum, to A. BROWN, W. LUNDALL, J. BOWDEN, G. GREBBELL, and R. BAINES, Coastguard-men of Kimmeridge station, Dorset, in testimony of their valuable services to the crew of four men, of the sloop *Carnarvon Castle*, of Carnarvon, which was wrecked during hazy weather on the Cuttle Ledge Rocks on the 25th Sept. last. The men, with five other Coastguard-men, had received salvage to the amount of 25*l.* for saving some of the property of the wreck.

Voted also 8*l.* to eight fishermen, of Staiths, Redcar, in consideration of their praiseworthy services in putting off in two cobs and rescuing, at considerable risk of life, three fishermen who had been upset from their coble, during squally weather on the 20th Nov., near that place.

SIBBALD'S SHIP COMMUNICATOR.

AN ingenious invention having the above title has recently been patented by R. G. SIBBALD, Esq., a surgeon, residing at Liverpool. Its object is to enable a ship to carry a line to the land on a lee-shore, or to another vessel or boat, or to persons in the water.

Every person is aware of the great importance, under many circumstances, of

effecting such a communication by a line. Of the many hundred thousand persons who have perished by shipwreck on a lee-shore, how many might have been saved could means have been found to convey a line either from the shore to their ship, or from the latter to the shore!

It will likewise be known to most of our readers how many human lives have been saved in this country by means of lines thrown from the land by the instrumentality of the well-known mortar apparatus of Capt. MANBY, and the rockets of DENNETT and CARTE.

It will probably, however, have appeared to many that a still more simple and efficacious mode of effecting the same end would be to convey a line to leeward from a ship to the shore, rather than to windward from the shore to a ship; and that therefore every vessel should be provided with means for effecting such communication. And without doubt every ship should be so supplied, since she might chance to strand on other shores than our own, where no friendly line would be at hand to be hurled, despite the fury of the elements, to their aid; or she might be cast ashore, as frequently occurs, on parts of our own coasts where no mortar or rocket apparatus is supplied. As, however, but few lives, comparatively speaking, have been saved by lines conveyed from ships to the land, we propose to consider what have been the obstacles to the adoption of such a natural means for providing for the safety of those on board them, before describing the character of Dr. SIBBALD'S invention.

Two methods obviously present themselves by which a line might be conveyed from a wrecked vessel to a lee-shore, viz., by propelling it through the air by a mortar or rocket, or by floating it on the surface of the water by a buoy. By the former of these methods a line could be quite as certainly, nay, with more certainty, be conveyed to a lee-shore from a ship than from the former to the latter, since it could be propelled to a greater distance to leeward than to windward; and, however unskillfully handled, it could not but reach some part of the shore, although it might go wide

of the spot to which it was intended to be directed; whereas but a slight deviation from the true direction would carry a line either on one or the other side of so small an object as a ship.

The difficulties which have stood in the way of the adoption of any such means have been twofold: 1st. The provision of either the rocket or mortar apparatus, with a sufficient supply of lines, on board a ship, would involve considerable expense, whilst the law does not require any such provision being made. Now it unfortunately happens that the spirit of trade and the spirit of philanthropy are not of kindred natures, and that the shipowner therefore, as a general rule, does not ask himself the question in considering such a matter, What does my duty to my neighbour in this case require me to do? but rather, What does the law compel me to do? and, How can I comply with this requirement of the law at the least possible expense to myself? The result of this reasoning is, that no sufficient means are provided on board the great majority of vessels for promoting the safety of those on board them; whilst we regret to be obliged to add, that even in ships carrying passengers, which are required by law to make some such provision, the humane intention of the Legislature is too often defeated, by evasion of its spirit, whilst its letter is acted up to.

2nd. As regards the use of the rocket and mortar apparatus on ship-board, there are difficulties arising from the nature of the means themselves. In the first place, merchant seamen are not accustomed to or trained in the use of fire-arms; secondly, from their carelessness of character, there would be a probability, at all events in coasting and other smaller class of vessels, of the apparatus not being properly taken care of—the powder or rockets being perhaps allowed to get injured by damp, or the lines being appropriated to other uses; thirdly, the accompanying circumstances of shipwreck would often render the use of either rocket or mortar impracticable—such as the sea breaking violently over the ship, inundating the decks and compelling the crew to lash themselves to the bulwarks or

the rigging; or the vessel's hull becoming quickly wholly immersed; or her being thrown on her beam ends, or in a greatly-inclined position; or her being subjected to violent motion by the action of the sea, so as to endanger the falling of the masts and to make it difficult or impossible to stand on her decks. Excepting therefore in steam passenger ships and other large vessels, which certainly might with advantage be supplied with them, it may be questionable whether the supply of an apparatus requiring so much care and skill in its use would be appropriate.

3rd. As regards the use of any floating apparatus to convey a line to a lee-shore, the principal obstacle has, perhaps, been the knowledge that such attempts are too often unavailing. The force of the waves or of the wind on any of the ordinary casks or buoys in use on shipboard, might be insufficient to carry it to the strand, or, after drifting close to it, the counteraction of the retreating waves rebounding from the shore, together with the weight of the line itself, would prevent its reaching within a certain distance of it. It would also rarely happen that, unless expressly supplied for the purpose, any such cask or buoy, with a sufficient length of suitable line, would be available in the midst of the alarm and confusion occasioned by a vessel's driving on shore.

We believe that, to a great extent, these difficulties are got over by Dr. SIBBALD'S invention; and that a line might often, by its means, be floated to the shore, or sufficiently near, to be grappled by persons on the look-out for it, when the same could not be effected in any other manner. The nature, advantages, and peculiarities of Dr. SIBBALD'S Communicator are as follows:—

It consists of two flat-headed drums or cylinders, made of water-proof and air-tight cloth, stretched on light wooden hoops, and so united at one end of each as to form, when inflated, somewhat the shape of a dumb-bell or a double-headed shot. (Fig. 1.) It is then about 3 feet in height, the diameter of the cylinders being about 30 inches: when collapsed it is in the form of a cheese, 6 inches in thickness, and, therefore, stowing in a small compass. (Fig. 2.) A light manilla or

other floating line, of 400 or 500 yards in length, is coiled round it between the two

Fig. 1.

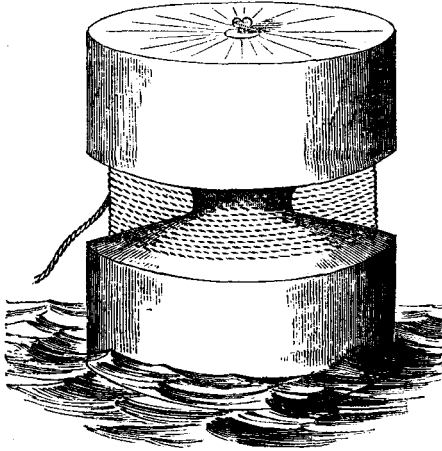
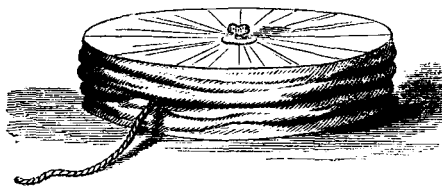


Fig. 2.



cylinders. When required for use, the two cylinders are inflated by simply pulling them asunder. The end of the line being then made fast on board the vessel, and the machine launched, it will float on the head of one of the cylinders, which is ballasted with some lead to keep it in an upright position, and being very light, the wind and sea quickly take effect on it, and drive it fast to leeward, whilst the line unwinds itself as the machine advances, giving to the latter a rotatory motion. Provided the line be of sufficient length, it will then be speedily carried to the shore, or to whatever other object to leeward of the ship it may be desired to communicate with.

The peculiar advantages of this instrument are—

1st. Its extreme lightness, and its exposure of a large surface to the action of the wind.

2nd. Its carrying its own line, and veering it as it progresses at the same rate as its

own motion, instead of having to drag the weight of the whole line after it, which is the case when a line is merely made fast to a buoy or boat, and veered from the ship.

3rd. Its own line being always wound about it, and put to no other use, so that its readiness for service is thereby insured.

We have above alluded to the circumstance of the reaction of the waves from a beach, beating back floating bodies, if veered by a line in the ordinary manner from a vessel. There is, however, in such cases, the drawback of the line itself, the whole weight of which has to be dragged after it by the floating body, and which, beyond a certain length, would of itself prevent its further progression, irrespective of the drawback of the waves from the beach. Whether the greater power of the wind on Dr. SIBBALD'S Communicator, and the fact of its being relieved of all drawback from the line itself, would in all cases suffice to insure its drifting quite to the beach through a heavy sea, remains yet to be proved. We are inclined to think they would not. But at all events the probability of its doing so would be greatly increased, and, as before stated, it would, perhaps, generally be carried near enough to the shore to be grappled by persons on the look-out for it.

Some trials which have been made of the Communicator in the river Mersey have been very satisfactory. We, therefore, think it well entitled to the notice and adoption of shipowners, as the most efficient and available means existing for transmitting a line, whether from a vessel to the shore, or from one vessel to another. It might also be of service as a life-buoy, or to veer astern of a ship to a boat unable to fetch her in a strong tideway, or against a head-wind. Its cost, with 240 fathoms of manilla line attached, is 5*l*. Its price, therefore, can hardly be a bar to the adoption of so useful an article.

GALLANT AND SUCCESSFUL RESCUE OF A SHIPWRECKED CREW BY A STUDENT.

WE think the following interesting account of an extraordinary and a gallant act, on the part of a student of divinity, in rescuing a

shipwrecked crew is deserving of a record in the pages of the *Life-Boat Journal*:—We extract it from Dr. HANNA'S Life of Dr. CHALMERS.

"One fearful winter day the intelligence circulated through St. Andrews, on the coast of Fifeshire, that a vessel had been driven upon a sandbank in the bay, to the eastward of the town. A crowd of sailors, citizens, and students, soon collected upon the beach; for the vessel had been cast ashore but a few hundred yards from the houses, and she lay so near, that though the heavy air was darkened by the driving sleet, they could see at intervals the figures of the crew clinging to rope or spar, ere each breaker burst upon her side and shrouded all in surfy mist and darkness. In a calm sea, a few vigorous strokes would have carried a good swimmer to the vessel's side, but now the hardest fisherman drew back, and dared not face the fearful surge. At last a student of divinity volunteered: tying a rope round his waist, and struggling through the surf, he threw himself among the waves. Forcing his slow way through the raging element, he was nearing the vessel's side, when his friends on shore, alarmed at the length of time and slow rate of recent progress, began to pull him back. Seizing a knife which he carried between his teeth, he cut this rope away, and reaching at last the stranded sloop, drew a fresh one from her to the shore: but hungry, weak, and wearied, after four days' foodless tossing through the tempest, not one of the crew had strength or courage left to use it. He again rushed into the waves; he boarded the vessel, he took them man by man, and bore them to the land. Six men were rescued thus. His seventh charge was a boy, so helpless that twice was the hold let go, and twice he had to dive after him into the deep. Meanwhile in breathless stillness the crowd had watched each perilous passage, till the double figure was seen tossing landward through the spray. But when the deed was done, and the whole crew saved, a loud cheer of admiring triumph rose around the gallant youth.

"This courageous action was performed

by Mr. JOHN HONEY, who was afterwards minister of Bendochy, in Perthshire. Though his great strength and spirit bore him apparently untired through the efforts of that exhausting day, there was reason to believe that, in saving the life of others, he had sacrificed his own. The seeds of a deceitful malady were sown which afterwards proved fatal. Dr. CHALMERS subsequently preached Mr. HONEY's funeral sermon, which was one of his most pathetic discourses, within a few yards of the deceased's grave, on the 30th October, 1814.

LOSS OF A LIVERPOOL VESSEL.— SAGACITY OF A DOG.

By advices from Newfoundland, Nov. 14, it appears that the brig *Emma*, Captain WHITE, 30 days from Liverpool, with a cargo of salt, was lost about midnight on Saturday last, at Seal Cove, a small opening three miles north of Flat Rock, 10 miles from St. John's, Newfoundland. A heavy swell setting into the bight, the ship became unmanageable, and finally went on shore. The cook, an Italian, jumped overboard with the intention of saving the crew by means of a rope attached to his person, but the surf on the shore cost the noble fellow his life. The captain and crew succeeded in getting on shore, the vessel parting shortly afterwards. Here we must record one of those instances of sagacity peculiar to the dog, which are much oftener read of than witnessed so near home. A fisherman, of the name of MAYO, living near the scene of the wreck, with two sons, were aroused from sleep by the barking and scratching of their dog outside the door, and supposing some person was lurking around the premises they got up, when the movements of the animal attracted their attention, and they followed him to the edge of a precipice, some 70 feet high, at the foot of which Captain WHITE and his men had landed. This circumstance saved their lives, as it was found necessary to haul them up with ropes, the surf beating so furiously around them as to render their position very precarious.

ROYAL NATIONAL LIFE-BOAT INSTITUTION, For the Preservation of Life from Shipwreck.

Founded in 1824.—Supported by Voluntary Subscriptions.

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

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The Committee of the Royal National Life-Boat Institution would earnestly call the attention of the Public to the great and extraordinary exertions which the Society has recently made, and is now making, to provide efficient Life-Boats for Hornsea, Yorkshire; Walmer and Dungeness, Kent; Rye and Camber, Sussex; Appledore, Devon; Penmon, Anglesea; and Drogheda, Wicklow. Arklow, Kilmore, Rosslare, Youghal, and Ballycotton on the Irish coast. To supply these Life-boats, together with Transporting-carriages and Boat-houses for some of them, will involve an expenditure of nearly £3,000.

During the present year the Committee have voted 18 silver medals, 19 other honorary testimonials, and £450 for meritorious exertions in saving 516 lives from wrecks by the Life-boats of the Institution and other means.

The Committee, therefore, earnestly APPEAL to the public for pecuniary assistance to enable them to continue with unabated vigour, their hitherto successful exertions in the cause of humanity.

THOMAS BARING, *Chairman.*

THOMAS CHAPMAN, *Deputy Chairman.*

The Committee gratefully acknowledge the following additional contributions:—

Royal Thames Yacht Club, contributions of some	£.	s.	d.		£.	s.	d.
Members of the same towards presenting the				Kay, Christopher, Esq., Middlewick (Annual)	1	1	0
Institution with a Life-boat	160	17	0	Kaye, John, Esq., Fulmore Grove . (Donation)	1	0	0
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Edward, Miss, Colverley Park . . (Donation)	2	2	0	Overend, Mrs. Mary, Chitts Hill House (Don.)	5	0	0
Grey, John, Esq., Greenock . . . (Donation)	1	1	0	Penny, Robert, Esq., Birchm-lane . (Annual)	1	1	0
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Hunter, T. O., Esq., Greenock . . (Donation)	1	0	0	Willis, Rev. Thomas, Cuckfield . . (Annual)	1	1	0
Hurt, Francis Esq., Belper . . . (Annual)	1	1	0	Wreford, John, Esq. (Donation)	5	0	0

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