

# THE LIFE - BOAT,

OR

JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

VOL. III.—No. 25.]

JULY 1st, 1857.

[PRICE 2D.

## THE RESTORATION OF PERSONS APPARENTLY DROWNED.

WHAT member is there of any Christian community who has not meditated, with feelings of reverential and grateful emotion, on the miraculous restoration to life of LAZARUS after he had been dead four days? Who is there that has not pictured to himself the pathetic interview between the two sisters and our SAVIOUR on that memorable occasion? Who is there whose thoughts have not travelled backward through the long ages that have since passed away, and rejoiced with those favoured women on the return of one so dear to them, whom they had mourned over as for ever removed from their earthly view?

Such miraculous power is not deputed to mortal man! yet there are cases where the physician, by the skilful use of the means which GOD has placed in his hands, produces effects of a strikingly analogous character; where all the functions of life have ceased; where the heart is still, and the living fountain of the blood has become as it were a stagnate pool; where the vital principle itself has apparently fled, and the soul departed from its earthly tenement; yet all has been restored again, and the living man has once more inhaled the breath of life.

Perhaps the most striking and most interesting cases of this almost restoration to life after death are those of persons who have been apparently drowned. By the persevering use of certain means, the clay-cold and seemingly-lifeless corpse is again restored to warmth, and made to breathe, to feel, to see, to speak, to hear, to think—in

fact, to live; and the tears of weeping relatives and friends are turned to joy!

It is, indeed, a privilege to be permitted to take any part in the promotion of so grand a work; proportionally anxious, however, must those feel who are engaged in it to possess themselves with an accurate knowledge of the most certain means with which to effect their important undertaking.

The NATIONAL LIFE-BOAT INSTITUTION, although its more immediate function is the provision of means to rescue the shipwrecked mariner and convey him safely to the land, is yet frequently, in its pursuit of that function, brought into contact with persons partially drowned. Accordingly, at its numerous life-boat stations, it has had posted up in the boat-houses those instructions for the treatment of seemingly-drowned persons which have been supposed to be the most appropriate, which instructions are often the only guide of the persons called on to assist, until medical aid can be obtained.

The instructions hitherto adopted by the Institution have been those promulgated by the Royal Humane Society of London, whose attention had been more especially devoted to the subject. So long as those rules were not impugned, the Committee of the Institution thought they were safe in adopting them; but as they have recently been disputed in some parts by Dr. MARSHALL HALL, a gentleman of note in his profession, and as numerous other medical men have expressed a coincidence with his conclusions, the Committee of the NATIONAL LIFE-BOAT INSTITUTION have felt it to be their duty to obtain for themselves all the

information on the subject that is to be had, with a view to a revision of its former rules, if found to be necessary.

The Committee have accordingly determined to appeal to the medical profession generally, both in this and other countries, to aid them in effecting an object of such vital importance. As a first step, a letter was in April last forwarded to the Medical Journals, together with copies of the old and of the proposed new modes of treatment, whilst others of similar import have since been addressed to all the leading medical and surgical institutions in this country, and to medical men individually, in the towns bordering on our sea-coasts, lakes, and rivers. Communications have likewise been addressed to the Ambassadors of foreign powers, soliciting them to obtain from the

medical authorities of their several countries an opinion on the proper treatment to be adopted for the restoration of suspended animation, from drowning. We now further, through the columns of this Journal, solicit the favour of an opinion from all medical men who may have studied the subject, and especially from those whose own experience has furnished them with practical information on it, feeling sure that so humane and important an object will be deemed by many of them deserving of their serious attention and co-operation.

The following are copies of the two modes of treatment, viz., the present Instructions of the Royal Humane Society, and the Proposed New Method of Dr. MARSHALL HALL:—

#### TO RESTORE PERSONS APPARENTLY DROWNED.

##### *Royal Humane Society's Instructions.*

##### SEND QUICKLY FOR MEDICAL ASSISTANCE.

##### *Cautions.*

1. Lose no time.
  2. Avoid all rough usage.
  3. Never hold up the body by the feet.
  4. Nor roll the body on casks.
  5. Nor rub the body with salt or spirits.
  6. Nor inject tobacco-smoke or infusion of tobacco.
- I. Convey the body carefully, on its face, with the head and shoulders supported in a raised position, to the nearest house.
- II. Strip the body, and rub it dry; then wrap it in hot blankets, and place it in a warm bed in a warm chamber free from smoke.
- III. Wipe and cleanse the mouth and nostrils.
- IV. In order to restore the natural heat of the body,
- Move a heated covered warming-pan over the back and spine.
- Put bladders or bottles of hot water, or heated bricks, to the pit of the stomach, the arm-pits, between the thighs, and to the soles of the feet.
- Foment the body with hot flannels.
- Rub the body briskly with the hand; do not, however, suspend the use of the other means at the same time; but, if possible, immerse the body in a warm bath at blood heat, or 100° of the thermometer, as this is preferable to the other means for restoring warmth.
- V. Volatile salts or hartshorn to be passed occasionally to and fro under the nostrils.

##### *Dr. Marshall Hall's Proposed Method.*

1. Treat the patient INSTANTLY, ON THE SPOT, IN THE OPEN AIR, EXPOSING the face and chest to the BREEZE (except in severe weather).

##### I. TO CLEAR THE THROAT—

2. Place the patient gently on the face, with one WRIST under the forehead;

[*all fluids and the tongue itself then fall forwards, leaving the entrance into the windpipe FREE.*]

If there be breathing—wait and watch; if not, or if it FAIL,—

##### II. TO EXCITE RESPIRATION—

3. Turn the patient well and INSTANTLY on his side, and—
4. Excite the nostrils with snuff, or the throat with a feather, &c., and dash cold water on the face, previously rubbed warm.

If there be no success, LOSE NOT A MOMENT, but INSTANTLY—

##### III. TO IMITATE RESPIRATION—

5. Replace the patient on his face, RAISING and supporting the chest WELL on a folded coat or other article of dress;
6. Turn the body very GENTLY ON THE SIDE AND A LITTLE BEYOND, and then BRISKLY on the face, alternately; repeating these measures deliberately, efficiently, and perseveringly FIFTEEN times in the minute, occasionally VARYING the side;

[*when the patient reposes on the chest, this cavity is compressed by the weight of the body, and EXPIRATION takes place; when he is turned on the side, this pressure is removed, and INSPIRATION occurs.*]

VI. No more persons to be admitted into the room than are absolutely necessary.

**GENERAL OBSERVATIONS.**

On the restoration of life, a teaspoonful of warm water should be given; and then, if the power of swallowing be returned, small quantities of wine, or diluted brandy, warm: the patient should be kept in bed, and a disposition to sleep encouraged. Great care is requisite to maintain the restored vital actions, and at the same time to prevent undue excitement.

*The treatment recommended by the Society to be persevered in for three or four hours, as it is an erroneous opinion that persons are irrecoverable because life does not soon make its appearance, cases having come under the notice of the Society of successful results even after five hours; and it is also absurd to suppose that a body must not be meddled with or removed without the previous permission of a Coroner.*

Our limited space will not admit of our placing before our readers the whole of Dr. MARSHALL HALL's arguments in detail; they will, however, find the subject discussed by him in the columns of the *Lancet*, in No. 15, and subsequent Nos. in Vol. I., and in Nos. VI., VII., and X. of the present year. They may also see a summary of the same in the 21st No. of this Journal. We will merely now shortly explain the leading points of difference between the old and the proposed methods:—

*Old Method.*—After certain cautions intended to counteract mistaken notions prevalent amongst ignorant people, the old instructions directed the body to be removed, on its back, in a raised position, to the nearest house, where every means were to be then resorted to to promote warmth and restore circulation of the blood; but no attempt to promote a return of suspended respiration appears to have been provided for. The recommendation to place the body on the back was, however, subsequently rescinded in deference to the opinion of Dr. M. HALL as expressed in a pamphlet presented by him to the Royal Humane Society.

*New Method.*—On the contrary, Dr. M. HALL directs,

1. That the patient be treated “instantly,” “on the spot,” “in the open air.”
2. That the body be placed on the face.
3. That respiration be excited.

7. When the PRONE position is resumed, MAKE equable but efficient PRESSURE, with brisk movement, ALONG the back of the CHEST; REMOVING it immediately before rotation on the side;

[the first measure augments the expiration, the second commences inspiration.]

\*\*\* THE RESULT IS—RESPIRATION;—AND, IF NOT TOO LATE,—LIFE!

**IV. To INDUCE CIRCULATION AND WARMTH—**

8. Meantime rub the limbs UPWARDS, with FIRM GRASPING PRESSURE and with ENERGY, using handkerchiefs, &c.

[by this measure the blood is propelled along the veins towards the heart.]

9. Let the limbs be thus warmed and dried, and then clothed, the bystanders supplying the requisite garments.

10. AVOID THE CONTINUOUS WARM-BATH, AND THE POSITION ON, OR INCLINED TO, THE BACK.

4. That it be imitated by artificial expansion and contraction of the chest.

5. That circulation be restored by friction and artificial warmth.

The substance of the doctor's arguments are, on the first head, that loss of time will, in many if not in most cases, be fatal; on the second head, that if the body be placed on the back, the tongue will of itself fall into such a position as to close the opening of the windpipe and prevent breathing; which Dr. HALL asserts he has repeatedly proved by experiment on the dead subject. On the third, fourth, and fifth heads, that it is of the utmost importance respiration be in the first instance restored, and that circulation of the blood had better remain suspended until it is so. He, therefore, altogether condemns the excitation of warmth, especially by means of a continuous warm-bath, until breathing has re-commenced. His arguments are—that in life the two always go together—that by the act of respiration alone can the blood be purified as it passes through the lungs, and is exposed to the oxygen of the air inhaled by them; and that without such purifying process, carbonic acid, or blood-poison as it is termed, must accumulate and destroy life.

We think there is something strikingly beautiful and simple in the process of restoring respiration by the artificial and mechanical expansion and contraction of the chest. In the means Dr. HALL recommends

for promoting warmth and re-circulation of the blood there is also the novelty of rubbing the limbs *from* the extremities *to* the central parts of the body, to bring back the chilled and coagulating blood again within the influence of the first renewed but feeble action of the heart.

Altogether, although we are uninstructed in the medical art, Dr. HALL's arguments appear to us so forcible and theoretically conclusive, and his experiments so convincing, that we cannot but deem them deserving of the most serious and careful consideration from every member of his distinguished profession.

#### THE COLLAPSIBLE LIFE-BOAT.

IN No. 10 of this Journal we described and eulogized this, as we believe, invaluable boat, invented by the Rev. E. L. BERTHON, of Fareham, and in our 23rd Number we stated that we should not cease to draw the attention of our readers to its peculiar merits and advantages, *i. e.*, as a ship's life-boat for vessels carrying troops or passengers.

We are again reminded of that intention by the occurrence of the war with China, involving the transport of troops to that distant part of the world, and by accidents having recently occurred to two Government steam troop-ships, the *Urgent* and the *Transit*, neither of which, it is said, had boat accommodation for half of the persons on board them. Now had either of these vessels foundered at sea, and more than half its inmates perished from the want of boats to take them on board, what an indelible disgrace would have been inflicted on our country for thus suffering the lives of its brave defenders to be uselessly imperilled! For, is it not enough that men should fearlessly expose their lives to the sword of the foe, without their also incurring unnecessary risk by the mere act of their conveyance to the scenes of their duties? That our soldiers, as well as our sailors, should be ready at all times to encounter the ordinary dangers of the sea, we at once admit; but what we contend for is, that they should be provided with every available means of security. The

neglect of such provision we shall always consider a national sin.

Now it cannot be said that troops or any other persons on shipboard are provided with "every available means of security," unless a sufficient number of safe boats are attached to their ship to receive them *all* on board in case of fire or foundering at sea. The difficulty of the stowage of such a number of boats has been got over by the invention of the collapsible life-boat; if, therefore, its safety and efficiency are established, it follows that no troop-ship or passenger-vessel should be without a sufficient supply of such boats.

Having already expressed our opinion at large on this subject, we do not now propose to go over the same ground again. "We have nailed our colours to the mast," with the device inscribed on them, "*Life-boat accommodation for every person embarked under the British flag;*" short of which nothing will satisfy us. We have also pronounced our opinion decisively on the capability of the collapsible life-boat to meet the required want. We now propose, in further elucidation of Mr. BERTHON's plan, to add diagrams of his boat, the woodcuts of which he has kindly furnished to us, together with some particulars respecting those which have been already in use, that will serve to illustrate their properties, especially that of strength. It is the more necessary that we should do so, as, in consequence of the sinking of an experimental mortar-boat, built on Mr. BERTHON's plan about two years since (which was published in the newspapers at the time), unfavourable and mistaken impressions may have been entertained regarding them, whereas an examination into the cause of that accident afforded a striking illustration of the immense strength of this description of boat.

The mortar-boat in question was constructed to carry a 13-inch mortar, the shell of which weighed 208 lbs., which was fired with a charge of 20 lbs. of powder, and the total weight of which was  $8\frac{3}{4}$  tons, exclusive of ammunition. Now it so happened that when the mortar was being lowered into this boat (the mortar itself weighing  $5\frac{1}{2}$  tons) the block by which it was suspended

broke, and that enormous weight of metal fell through a height of about 4 feet into the boat. Now we feel quite sure that if the same accident had happened to a merchant vessel of average strength of build, the mortar would have gone through her bottom. We do not mean to say it would have gone through the floor of a ship having a solid bottom, as so long advocated by our friend Mr. BALLINGAL, of Melbourne, Australia, and with which every merchant vessel should be built, but that it would have broken its way through the floor of an ordinary merchant ship. In consequence, however, of the great strength of this peculiar build, no serious injury apparently resulted from the accident, and the mortar was accordingly placed in the boat and the trials of it were proceeded with. After several days' firing, it was observed that the boat heeled on one side, and the same being supposed to arise from a leak, permission was obtained by Mr. BERTHON to have the mortar taken out and the boat carefully examined. It was then found that one of the longitudinal timbers, at the spot where the mortar had fallen, was broken through, which, under the effect of the constant subsequent discharges of the mortar, had gradually collapsed to some extent, and thus altered the shape of the boat on that side, causing her to heel over as above described. The mortar having been taken out, the boat was repaired, a new timber being inserted in lieu of the broken one: it, however, unfortunately happened that one of the workmen, in Mr. BERTHON'S absence, in nailing the india-rubber cloth to the edge of the new timber, materially weakened the former through a small portion of its length, by driving in the nails *close to each other*, instead of at a distance of  $1\frac{1}{2}$  inch apart; thus establishing a weak point in the fabric, which afterwards gave way at that point from the concussion of the mortar's subsequent discharge, and (at the fifteenth round) occasioned the accident above referred to.

Mr. BERTHON has since devised an ingenious method of attaching the flexible cloth to the timbers of his boats without any perforations being made in it.

A consideration of all the circumstances

above described confirms us in our previous opinion of the great strength of Mr. BERTHON'S boats. In illustration of their strength and immunity from injury when in a collapsed state, we may relate that one of them now on board Her Majesty's steam troop-ship, *Perseverance*, on trial, was, on her recently going to sea, secured out-board, abaft her fore channels, where, when on the weather side, it was exposed to the full effects of the sea. That the ship being suddenly hurried out of port, there was no time to affix a tarpauline cover which Mr. BERTHON had considered an indispensable security, and which, from its presenting on all parts a smooth surface to the sea, would have offered no unequal resistance to it. That immediately after sailing, and before any opportunity had offered to attach the cover, the ship encountered a heavy gale which materially damaged her upper bulwarks, on the same side on which the boat was stowed, although they were in a less exposed position, washing away also one of her quarter boats; yet that Mr. BERTHON'S boat, unprotected and imperfectly secured as it was, passed unscathed through the same ordeal.

To what other conclusion, then, can we come than that, whether collapsed or expanded, these boats are possessed of more than ordinary strength?

It is not, however, as mortar-boats or gun-boats that we would primarily advance the importance of this invention, although we must confess we think some 50 or 60 of them so armed would, at this moment, be found invaluable auxiliaries to our fleet on the coast of China, drawing, as they would do, but a few inches water, and carried collapsed to the scene of action, as they might be, to the number of twenty in one old ship of the line.

The one point on which we would base our whole argument for the adoption of these boats, is the immense advantage obtained by their *collapsibility*, enabling them to be stowed away in a reduced space, and in various positions on shipboard in which no ordinary boat can be stowed. By this property, no matter how crowded a ship may be with human beings, there may be boat

accommodation, nay, *life-boat* accommodation, for *every one of them*; there need be no confusion, no rushing headlong into and up-setting in succession boat after boat as they are lowered into the sea; no fearful anxiety as to who should be the unfortunate creatures left on board to perish. There need never again be witnessed the fearfully magnificent spectacle of the noble old colonel\* calmly directing his men, rank and file, each in his turn, to descend the side of the burning ship, whilst he and the residue of his band, for whom no boat accommodation had been provided, awaited, with heroic resignation, their terrible and inevitable fate. But there may be boats for all—boats which, as we have in a former paper remarked, by having each painted on them, in conspicuous characters, the number of persons they were severally fitted to carry, would, beforehand, impart confidence to the emigrants or other passengers for whose security they were intended; boats, which not only would convey their inmates safely through a heavy mid-ocean sea, but, if required to do so, would land them in safety through the much more dangerous surf on the shore. For if filled

\* Vide *Life-Boat Journal*, No. 13, page 140.

by a surf or roller on the beach, such a boat would not sink; and in the case of the landing of troops—an operation which it might often be important to perform without waiting for a surf to go down—an army might land in such boats without wetting either their arms or their ammunition.

We do, therefore, trust that an invention, which we believe to be of national interest and importance, may not be suffered to perish in embryo for want of that support and encouragement which the government of the country can alone afford. Mr. BERTHON has, we are informed, already expended several thousand pounds in his endeavours to bring it to perfection, and does not feel called on or able to do more; nor can it be expected that he should do so, however much he may feel convinced of its national utility.

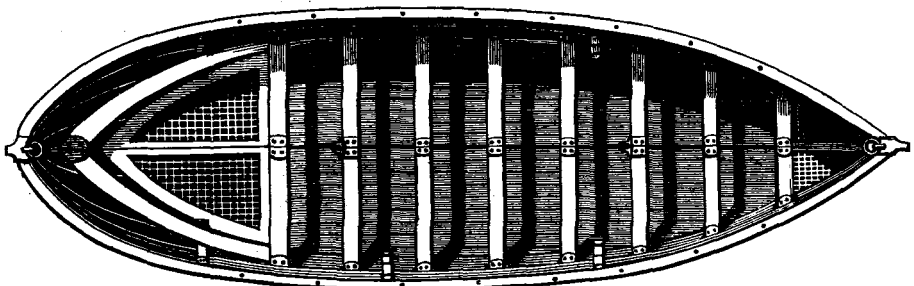
We have ourselves, from the same conviction, done what we could to bring it into public notice; we shall now conclude by placing before our readers some diagrams explanatory of the collapsible life-boat, with a short account of its nature and mode of action, and refer them, for a more detailed description of it, to the previous Numbers of this Journal above alluded to.

Fig. 1.



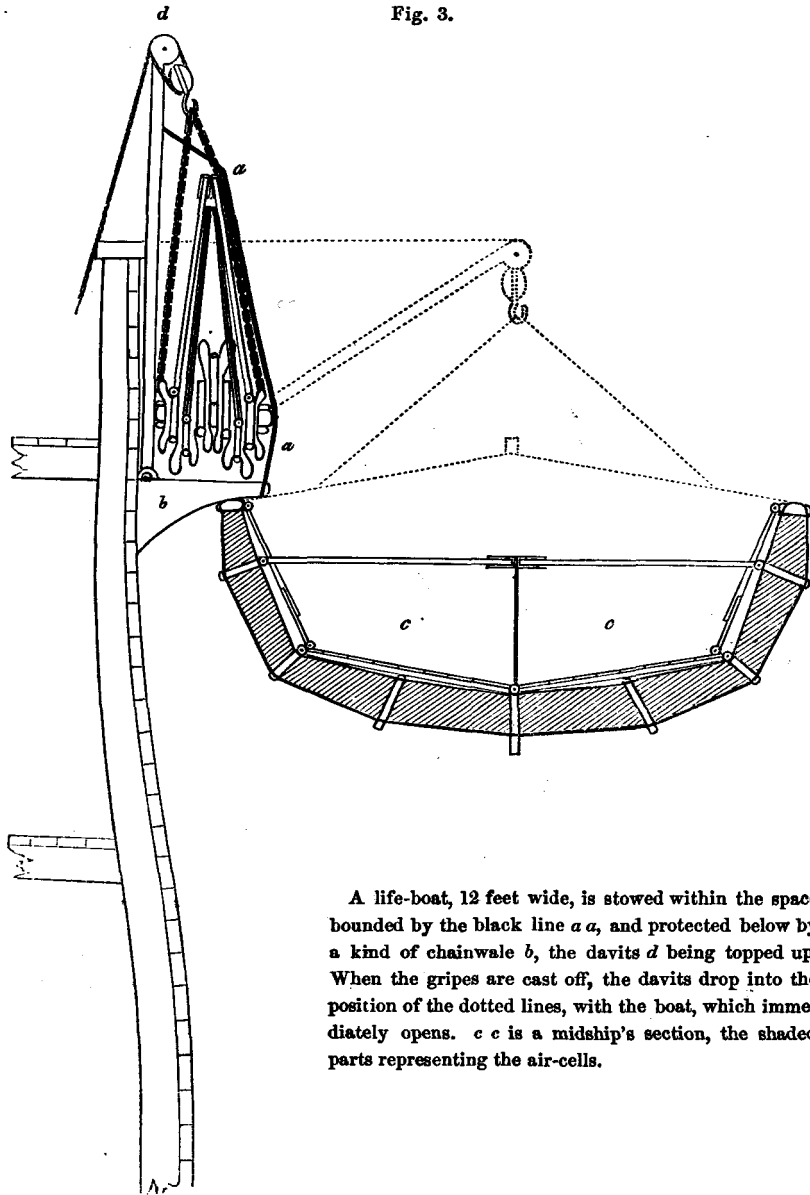
A Side-view of a Collapsible Life-Boat.

Fig. 2.



A Gunwale Plan of the same.

Fig. 3.



A life-boat, 12 feet wide, is stowed within the space bounded by the black line *a a*, and protected below by a kind of chainwale *b*, the davits *d* being topped up. When the gripes are cast off, the davits drop into the position of the dotted lines, with the boat, which immediately opens. *c c* is a midship's section, the shaded parts representing the air-cells.

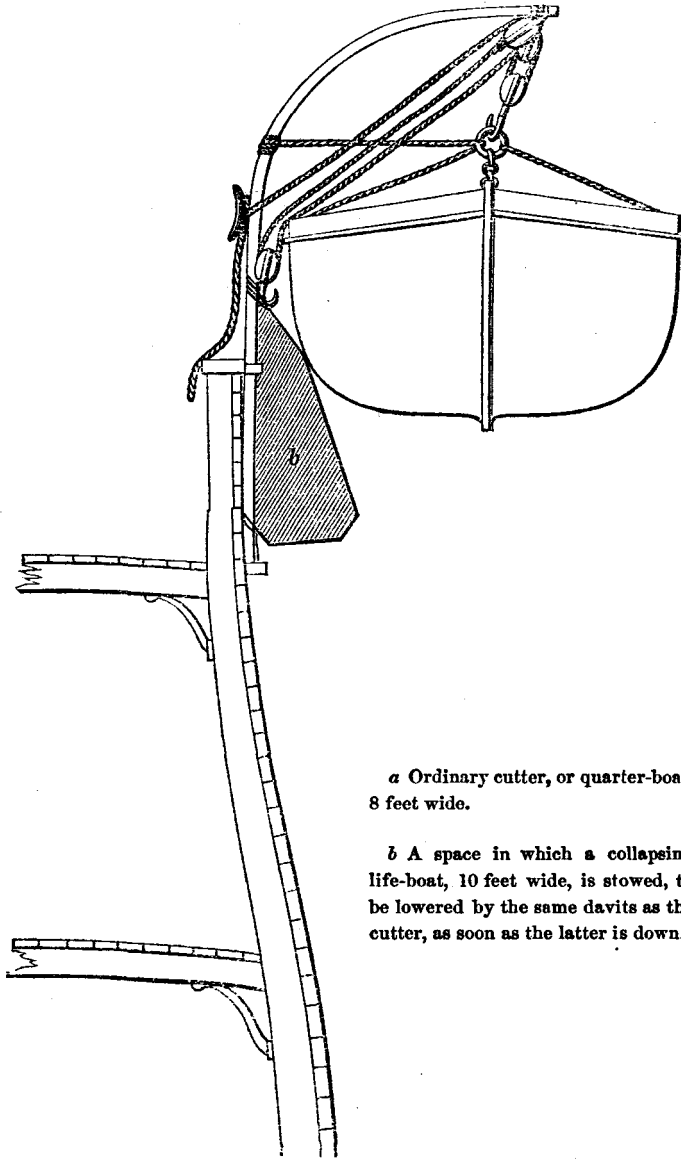
Showing a Section of a Collapsible Life-Boat in a collapsed state, as stowed, and in an expanded state, as in the act of lowering. It may in this manner be stowed in many positions outside a ship, in which no ordinary boat could be stowed.

The chief peculiarity of these boats consists in their power of instantaneously expanding, when required, by their own weight; this is accomplished in the following manner:—All the timbers are longitudinal (usually eight besides the keel), and jointed together at the tops of the stem and

stern-post. The planking is formed of two skins attached respectively to the inner and outer edges of the timbers, and being composed of plies of canvas and cured India-rubber they are very flexible and strong.

When open the timbers stand apart in radiating planes extending the skins, the

Fig. 4.



*a* Ordinary cutter, or quarter-boat,  
8 feet wide.

*b* A space in which a collapsing  
life-boat, 10 feet wide, is stowed,  
to be lowered by the same davits as  
the cutter, as soon as the latter is down.

Showing a Section of a Collapsible Life-Boat (*b*) as stowed between an ordinary outside boat and a ship's side.

thwarts, bottom-boards, &c., performing the office of extenders, as shown in Fig. 3, where the shaded parts represent the spaces or compartments into which the body of the boat is divided, and which fill themselves with air in expanding.

When shut the timbers fall down side by side like the leaves of a book on its edge, the thwarts and bottom-boards being jointed also; and thus the breadth of the boat is reduced to about one-fifth of what it is when expanded.



## NOTICES OF BOOKS.

*The Mercantile Marine Magazine.*

AMONGST the numerous valuable periodical publications, magazines, and reviews, with which the literature of this country abounds, is it not strange that, until but recently, there should have been none exclusively representing and devoted to the interests of our mercantile marine, that vast machine whose gigantic operations extended to every known portion of the globe, have reared up the pile of our national greatness to its present huge proportions? Yet we believe that, until January 1854, when the first monthly number of the *Mercantile Marine Magazine* made its appearance, there was no publication beyond a newspaper, which exclusively represented and was addressed to the merchant navy of England.

Since the year 1830 we have had that valuable monthly serial, the *Nautical Magazine*, in which much important information has, from time to time, appeared on matters interesting to the nautical world in general, both mercantile and naval, but it has been, we believe, for the most part contributed to, and has, for the most part, circulated amongst, the officers of the Royal Navy, and has not so generally found its way to the hands of the merchant seaman.

It would indeed be matter for still greater astonishment to us, when we consider the magnitude of the interests involved in our mercantile marine, and the influence and the numbers of those immediately interested in its welfare—the merchant, the shipowner, the underwriter, the master, the mate, the seaman, it would be matter for still greater astonishment to us, that such numerous, and if we except the fore-mast man, such influential bodies should not, at an early period, have put forward and supported such a publication, which should have served for their mutual enlightenment and improvement, were we not painfully reminded by the present circumstances and analogies of our merchant marine in other respects, that it has rather become great in spite of itself than through any wisdom or arrangement of its own. That it is rather like the huge mound of sand that

has been gathered together by the winds, or the vast bed of mud accumulated and deposited by the waters than the beautiful edifice combining strength, durability, and beauty, *the product of an intellectual mind.*

Had such a work existed since the commencement of the present century, what might it not have accomplished—a work which should have been a vehicle of communication between the many enterprising and enlightened minds who have served since that period in our merchant navy—which should have collected and published their observations and discoveries made in every part of the world—which should have laid bare many of the evils existing in that service, and pointed out the road to amendment—which should have made known and explained the character of new inventions and improvements in ships, in their furnishings, and their management—which should have been a medium for the discussion of scientific subjects connected with navigation, naval architecture, and commerce—which should, above all, have served as an incentive to practical nautical men to think as well as to observe, and which should have taught many of them how to turn their thoughts and observations to the best practical account for the benefit, not only of themselves but of mankind.

Who can tell what might have resulted from such a work, during the last fifty or sixty years? Who can tell that the clumsy, unimproved form of our merchant-vessels, fostered by a false and mischievous system of calculating tonnage, would have continued until but a recent period? Who can tell that merchant-vessels, like our men-of-war, would not long since have been built with solid floors which would have enabled them to strand on a lee-shore without going to pieces and drowning their crews almost at the first concussion with the ground? Who can tell that the present system of almost unlimited insurance, in competing clubs, would have now existed; which deprives the shipowner of nearly all pecuniary interest in the safety of his vessel, and, as a consequence, in the safety of his crew; and which has, undoubtedly, as we

believe, led indirectly to the destruction of an incalculable amount of property, and to a fearful aggregate of loss of human life? Who can tell that it would have been left to the present distinguished navigator, Lieutenant MAURY, of the navy of the United States, to map out the ocean, and to organize a system of observation of its currents, its depths, its temperatures, its winds, and the magnetic, barometric, and thermometric changes, denoted on its surface, in connection with storms and other atmospheric phenomena? We believe that we are not exaggerating the importance of such a work by supposing that such effects might have been produced by it. We have great faith in the power of any cause which will set men a-thinking, and which will teach them how to turn those thoughts to best account. We believe that, like the rolling ball of snow, it must accumulate as it moves on, and that there is no limit to the magnitude and importance which it may assume so long as it is kept a-going. But our sailors are, proverbially, an unthoughtful race, hence their inertness and the little alteration that has taken place either in themselves or their ships during long periods. We will, however, hope that the schoolmaster is now afloat, and amongst the helps to him in his avocation we hail with gratification the *Mercantile Marine Magazine*.

Already many valuable papers will be found in its columns which cannot but be interesting to nautical men in general, and instructive to a large proportion of them. It is apparently well conducted, and its cost (sixpence each monthly part) is such as to place it within the reach of every one. It only needs the continuous support of the mercantile world, and the contribution of the information gathered by the members of our merchant-service in all parts of the world, in order to produce all the benefits which we think it is calculated to do. It has, we believe, already attained a large circulation, which we trust will increase, until it is in the hands of every officer of our mercantile marine, as also of our ship-owners, merchants, and others interested in our mercantile prosperity and renown.

#### ADDITIONAL STATIONS AND NEW LIFE-BOATS.

HORNSEA, YORKSHIRE.—A new life-boat, on Mr. PEAKE'S design, has been placed by the NATIONAL LIFE-BOAT INSTITUTION at Hornsea, in lieu of an old boat at that place, which was of an unwieldy and inferior construction, and in which the boatmen of the place had no confidence. The new boat is 28 feet long, and rows 6 oars, single banked. She was, by the liberality of the General Steam Navigation Company, taken gratuitously from London to Hull on board one of their steamers.

The cost of this life-boat was generously presented to the INSTITUTION by Mrs. A. WOOD, of Eltham. She has been named the *B. Wood*, at the request of that benevolent lady.

WESTPORT, IRELAND.—A Branch of the NATIONAL LIFE-BOAT INSTITUTION has been founded at Westport, and a life-boat has been recently sent there. A local Committee, composed chiefly of the Harbour Commissioners, has undertaken the management of the establishment. The boat will be stationed on the island of Innis Lyre, in Clew Bay, a central position, where she will be readily available to proceed to the assistance of all vessels in the vicinity of the port. She is 28 ft. long, rowing 10 oars, and was built by Mr. BEECHING, of Great Yarmouth. She was conveyed gratuitously from Liverpool to Westport by Mr. LEVER, proprietor of the Liverpool and Westport line of steamers.

SEATON CAREW, DURHAM.—A new life-boat has been stationed by the NATIONAL LIFE-BOAT INSTITUTION at Seaton Carew, at the mouth of the river Tees, in lieu of an old boat now worn out. The new boat, which is on Mr. PEAKE'S design, and is 30 ft. long, rowing 10 oars, double banked, underwent a public trial of some of her principal qualities, in the West Hartlepool Docks, on her arrival there, which afforded much satisfaction to a large concourse of persons present on the occasion; and on the following day she was taken out in a heavy surf at Seaton, when she behaved much to the satisfaction of her crew. She, together with her transporting carriage,

was conveyed gratuitously to Hartlepool by the proprietor of the screw collier *Killingworth*, on board that vessel. The future character of this boat will be regarded with great interest, as, being placed in the immediate neighbourhood of several of the old class of life-boats, a comparative estimate may be made of their performances, which will be of much value.

The cost of this life-boat and her stores (180*l.*) was the munificent gift to the INSTITUTION of WILLIAM M<sup>C</sup>KERRELL, Esq., of Bath. She has been named the *Charlotte*, at the request of that gentleman, that being the Christian name of Mrs. M<sup>C</sup>KERRELL.

The life-boat station at Seaton had been one of the stations of the Tees Bay Life-Boat Association, but that association having broken up by the separation of Hartlepool, which port preferred to support its own life-boats; and the inhabitants of Stockton and its neighbourhood thinking it enough to support the life-boats on the Yorkshire side at the entrance to the Tees, discarded the Seaton Carew Station altogether; the Local Committee at that place, therefore, requested to join the NATIONAL LIFE-BOAT INSTITUTION, which request was complied with, and their establishment now forms one of its branches.

PENMON, ANGLESEA.—A new life-boat on Mr. PEAKE's design, 28 feet long, and rowing 6 oars, single banked, has been stationed by the NATIONAL LIFE-BOAT INSTITUTION at Penmon, instead of their former old boat which was not approved of. She was conveyed gratuitously to her station by the London and North-Western and the Chester and Holyhead Railway Companies.

BRAUNTON, NORTH DEVON.—A new life-boat on Mr. PEAKE's design, 28 feet long, and rowing 6 oars, single banked, has been placed by the NATIONAL LIFE-BOAT INSTITUTION at Braunton in lieu of an old boat, worn out. She will be under the management of the Committee of the Bideford Branch of the Institution, and is similar in all respects to the boat recently placed at Appledore on the opposite side of Bideford harbour. She was conveyed gratuitously

as far as Exeter by the Great Western and Bristol and Exeter Railway Companies, who have, in several previous instances, extended the same liberality to the Institution.

ARKLOW, IRELAND.—A life-boat station in connection with the NATIONAL LIFE-BOAT INSTITUTION has been founded at Arklow, on the East Coast of Ireland, and a life-boat on Mr. PEAKE's design, 30 feet long, and rowing 10 oars, double banked, has been placed there by the Institution. A boat-house has been built from funds chiefly contributed in the neighbourhood, and the station will be at once furnished with a transporting carriage, and be completed in every respect.

Her services will be chiefly required to vessels wrecked on the Blackwater and Arklow banks. She is the first of a series of life-boats now building for the INSTITUTION to meet the wants of the East Coast of Ireland. She was conveyed gratuitously to Dublin by one of the steamers of the British and Irish Steam Packet Company, which Company has, on several previous occasions, most liberally conveyed the Society's life-boats free of all charge.

#### A UNIVERSAL CODE OF INSTRUCTIONS FOR THE MANAGEMENT OF THE MORTAR AND ROCKET LIFE APPARATUS.

DURING the last few years the Committee of the NATIONAL LIFE-BOAT INSTITUTION have had many opportunities for observing the great need that existed for the adoption of a uniform system of management of the mortar and rocket apparatus, and for the distribution of instructions concerning the same on board all merchant vessels, so that their crews might never be ignorant of the proper steps to be taken to insure their own safety after communication by line had been effected by the mortar and rocket apparatus with the shore. The Committee have likewise, from time to time, received communications from persons residing on the coasts, pointing out the necessity that existed for some such provision.

In former Numbers of this Journal we have recorded instances of the want of

knowledge of the apparatus by merchant seamen leading to fatal results.—In one instance the extreme case of five men, passing the rocket line around them, and then all leaping overboard together to be drawn on shore through the waves *en masse*, on which occasion only one of that number reached the land alive.—In a second instance, that so late as the winter of 1855 eleven men perished, after a communication by line had been effected with a wreck, through one of the crew making the line fast round his wrist, and jumping overboard with it, when no second communication could be effected.

Later still, in January of the present year, on a rocket line being thrown over a schooner wrecked in Ballycotton Bay, Ireland, a lad was at once secured to the *end* of the line, and a frail *log line* was employed to veer him to the shore. The log line, of course, broke before he was 20 yards from the vessel, when he was drawn ashore in a half-drowned condition by the rocket line; but the communication was thus cut off from the wreck, and no second line could be thrown over it. Fortunately the vessel held together until the tide had fallen sufficiently to get her crew out by other means, or they would inevitably have perished, as she went to pieces on the following tide.

With a view to aid, to the extent of our ability, in preventing such catastrophes, we published, in the 9th Number of this Journal (July, 1853), a system of management of the apparatus, and of signals to be used in connection with it, which appeared to us suitable for general adoption; but we then stated our belief "that no perfect or uniform system would be effected until some supervision over the whole, having the weight of authority, should be established." Since that period the rocket and mortar apparatus on the coasts of the United Kingdom have been transferred to the Board of Trade, who, we rejoice to know, have determined to make it as complete as possible in every respect, and to increase the number of stations wherever necessary. As the apparatus was previously in a very incomplete state at the majority of stations, a very large expense will be necessarily incurred in perfecting it. We are glad, however, to know that, in

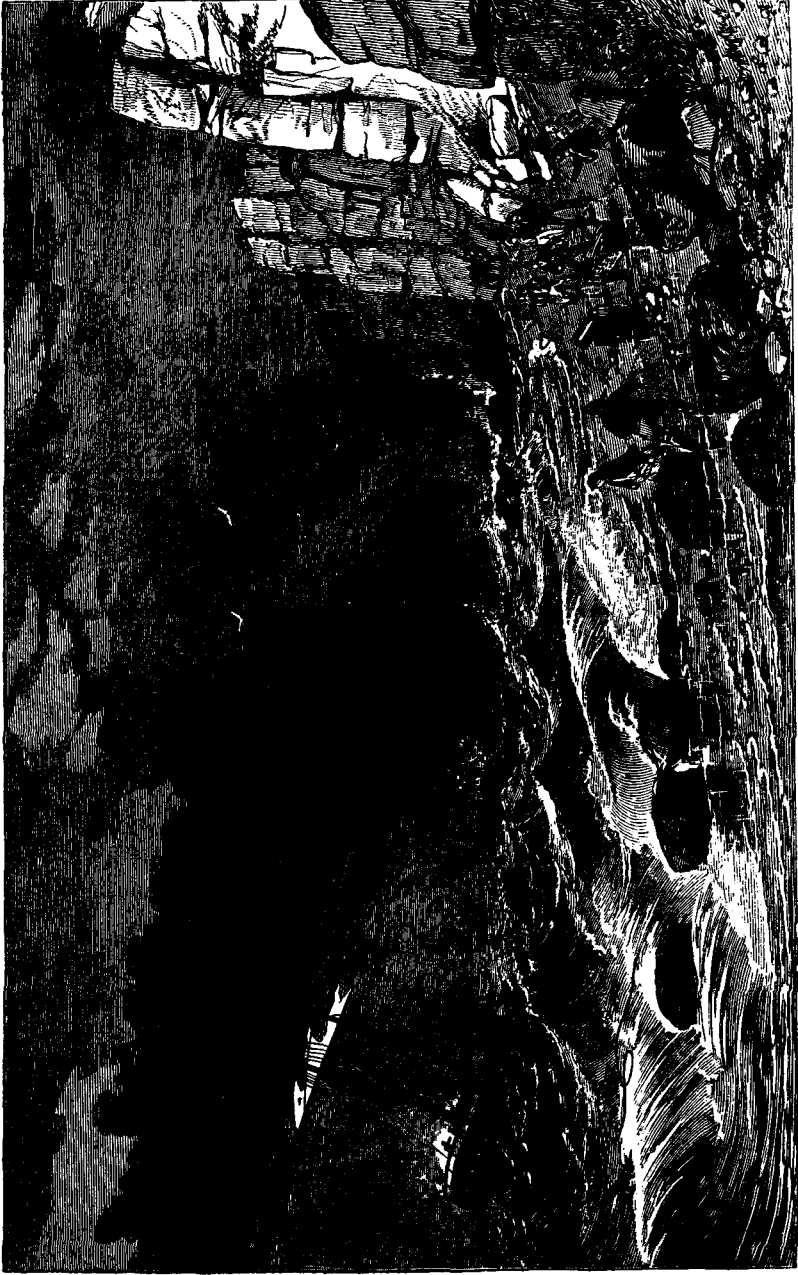
such a work, no false economy is to intervene, but that efficiency alone is to be considered. Certainly in no more legitimate way can that fund, collected from shipping, the Mercantile Marine Fund, be expended.

The Board of Trade have also recently had drawn up and printed a code of rules to be observed in the management of the rocket and mortar apparatus on the coasts of the United Kingdom. It is divided into two parts; the first for the guidance of the coast-guard or others in charge of the apparatus, to which is added a list of the gear to be employed with the apparatus; the second for that of the masters and crews of stranded vessels. These instructions appear to us to be everything that can be desired; and they will be found not to differ in any material point from those published in this Journal, above referred to. It is intended, we believe, to have a copy of the same, or of such portion of them as applies to the masters and crews of ships, printed in the log-book of every ship, so that no master or merchant-seaman may be ignorant of them. We are also given to understand that the Board will cause the same to be printed in various languages, and transmitted to foreign countries for the benefit of their respective merchant services. We subjoin a copy of these instructions, together with two illustrations which accompany them, and which have been kindly given us by the Board of Trade.

*Saving Life from Shipwreck by Mortar and Rocket Apparatus.*

171. The following parts of the apparatus for saving life from shipwreck, are required to be provided in addition to the projectiles and the means supplied for launching them; namely,

- (a.) A thin cord, called the "*Rocket line*," one end to be attached to, and launched with the Shot or Rocket;
- (b.) A "*Hawser*" of 3 inch or 3½ inch Manilla rope from 40 to 120 fathoms, according to the steepness or flatness of the shore;
- (c.) A "*Whip*" of Manilla line about 1½ inch, rove through a single Tailed Block. The "*Whip*" to be twice as long as the *Hawser*, and the Tail of the Block to be at least 2 fathoms in length. The ends of the "*Whip*" to be spliced together, and so converted into an endless rope;
- (d.) A "*Sling*," float, basket, cot, or some such contrivance, in which to place the person



A Shot, with a Line attached, thrown over a Stranded Ship.



A Man being hauled ashore in a "Sling" travelling on a Hawser.

to be rescued, and haul him ashore. The word "sling," as used in these Instructions, is intended to include all contrivances of this nature;

- (e.) A "Traveller," inverted block, leaden horse-shoe collar, or some other contrivance, to be attached to the "Sling," and carry it along the *Hawser* ;
- (f.) A "Double Block tackle purchase" for setting taut the hawser ;
- (g.) An "Anchor" with one fluke, to be buried in the earth, sand, or shingle, to which to set up the hawser by means of the tackle purchase. Or in some places where the shore is composed of soft shingle or sand, and where an anchor will not hold, a stout plank 5 or 6 feet long, with a fathom of chain of sufficient strength fastened round it amidships, may be substituted for the anchor. This plank being buried 3 or 4 feet beneath the ground, and the end of the chain, with a ring attached, led to the surface, the hawser may be set up to it by the tackle purchase in the same manner as to an anchor ;
- (h.) A "Red flag" 2 feet by 3 feet, fixed at the end of a staff 5 feet long ; and a "Lantern" with a pane of red glass fixed in it : to be used as signals in the manner directed in paragraph 177, below ;
- (i.) Two or three *spades* or *shovels*, a *hand-barrow*, a *Salvage strop*, a few pieces of *extra rope*, to be used as occasion may require : 3 oars or *small spars* are likewise often of service where the shore is flat, to be used as a triangle over which to pass the hawser, and thereby raise it higher above the surface of the water.

172. In the absence of the Receiver of Wreck, or at places in which the Receiver of Wreck was not appointed under the provisions of the Merchant Shipping Act, the Inspecting Commander of the Coast Guard, or the principal officer of the Customs or of the Coast Guard who is present, is to exercise the powers given him by the 441st to 447th sections of the Act, and is to take command of all persons assembled and assign to each such work as he may consider necessary for establishing a communication with the wrecked ship, and hauling the people ashore speedily. Should any persons refuse to do the work allotted, they are liable to a penalty of 50*l.* under the 441st section of the Act.

173. When a Receiver of Wreck is present, whose appointment was made since the passing of the Merchant-shipping Act, he is to take command of all persons assembled at a wreck ; but the management of the mortar and rocket apparatus should be left in the hands of the Coast Guard.

174. Receivers of Wreck and officers of the Customs and Coast Guard are to bear in mind that they have no power to interfere between the master of a ship and his crew in matters relating to the management of the ship unless requested to do so by the master.

### *Directions for Landing the Crew of a Wrecked Vessel.*

175. It is unnecessary to describe the manner in which the rocket or mortar is to be arranged for firing, as perfection in that particular can only be attained by practice ; but when the line has been thrown over the "wreck," and has been grappled by the crew, a signal will be made in the following manner. If in the day-time one of the crew, for this purpose separated from the rest, will wave his hat or his hand, or a flag or handkerchief ; or (if at night) a rocket, a blue light, or a gun will be fired, or a light will be shown over the ship's gunwale for a short time, and will then again be concealed.

176. On this signal being seen on shore, the inshore end of the shot or rocket line should be made fast to the whip, being bent round both parts of it at about two fathoms from the tailed block, and a signal should then be made as follows for those on the wreck to haul off the line.

177. One of the men on shore is to be separated from the rest, and in the day-time is to wave a small red flag, or at night is to show a red light for about a minute, and then again conceal it.

178. The crew of the wreck, on seeing this signal, will haul on the shot or rocket line till they get the whip and tailed block, when they will make the tail of the block fast to some secure part of the vessel, and will cast off the rocket line, and make the signal as before for those on shore to haul off the hawser.

179. As soon as this signal is perceived by those on shore, the whip (being previously made fast to the hawser at 2 or 3 fathoms from its end) will be manned, and the hawser hauled off by it to the wreck by those on shore.

180. As soon as the persons on the wreck get hold of the hawser, they will proceed to make it fast to the wreck at about 18 inches *above* the place where the tail of the block is fixed ; and when they have secured it, and disconnected the hawser from the whip, they will signal as before to the people on shore.

181. On perceiving this signal, the hawser is to be set up by means of the double-block tackle purchase, and the sling (the traveller of which will have been adjusted on the hawser) is to have the whip secured to it, and, by means of the whip, is to be hauled off to the wreck by those stationed for the purpose on the shore ; who also, on the next signal being shown, implying that a person is secured in the sling, will haul him ashore, and repeat the same operation to and fro until all are landed.

182. Circumstances may require some deviation from the above rules. For instance, if the wrecked vessel be subjected to violent motion by the beat of the sea, it will be better not to set up the hawser at all, but to man it with as many hands as can be spared, and reeve it over a triangle, when by hauling and veering on it, following the motion of the vessel, a sufficiently uniform strain on it would be obtained without the risk of carrying it away.

183. Again, circumstances might arise, as they have sometimes done, when the immediate breaking up of the wreck might be imminent, and the delay in getting the hawser on board be of serious moment. In such a case, if the apparatus is provided with a floating-sling buoy, it should be hauled off by the whip alone, and the wrecked persons brought ashore in it floating in the water. *The hawser should, however, be always used in preference when practicable.*

184. As much of the success in the use of the apparatus depends upon the promptness with which it is brought into action, the inspecting commanders and chief officers of the Coast Guard should make themselves thoroughly acquainted with the use and application of all its parts, and should take care that this is also understood by the officers and men under their command.

185. The inspecting commanders themselves should superintend the periodical or occasional exercise of the officers and crews of stations under their command in the management of the rocket and mortar apparatus.

They will necessarily also see the advantage of dividing and stationing the men on all occasions in such a manner as to secure the utmost order and promptness in the whole proceeding.

#### *Directions to Masters and Crews of Ships.*

In the event of your vessel stranding on the coast of the United Kingdom, and the lives of the crew being placed in danger, assistance will, if possible, be rendered from the shore in the following manner, namely,—

1. A rocket or shot, with a thin line attached, will be fired across your vessel. Get hold of this line as soon as you can; and when you have secured it, let one of the crew be separated from the rest, and, if in the daytime, wave his hat or his hand, or a flag or handkerchief; or if at night, let a rocket, a blue-light, or a gun be fired, or let a light be displayed over the side of the ship, and be again concealed, as a signal to those on shore.

2. When you see one of the men on shore separated from the rest, wave a red flag, or (if at night) show a red light and then conceal it, you are to haul upon the rocket line until you get a tailed block with an endless fall rove through it.

3. Make the tail of the block fast to the mast about 15 feet above the deck, or, if your masts are gone, to the *highest secure* part of the vessel; and when the tail-block is made fast, let one of the crew, separated from the rest, make the signal required by Article 1 above.

4. As soon as the signal is seen on shore, a hawser will be bent on the whip-line, and will be hauled off to the ship by those on shore.

5. When the hawser is got on board, the crew should at once make it fast to the same part of the ship as the tailed block is made fast to, only about 18 inches higher, taking care that there are no turns of the whip-line round the hawser.

6. When the hawser has been made fast on board, the signal directed by Article 1 above is to be repeated.

7. The men on shore will then pull the hawser

taut, and by means of the whip-line will haul off to the ship a sling, cot, or life-buoy, into which the person to be hauled ashore is to get and be made fast. When he is in and secure, one of the crew must be separated from the rest and again signal to the shore as directed in Article 1 above. The people on shore will then haul the person in the sling to the shore, and when he has landed, will haul back the empty sling to the ship for others. This operation will be repeated until all persons are hauled ashore from the shipwrecked vessel.

8. It may sometimes happen that the state of the weather and the condition of the ship will not admit of a hawser being set up, in which case a sling or life-buoy will be hauled off instead, and the persons to be rescued will be hauled through the surf instead of along the hawser.

Masters and crews of shipwrecked vessels should bear in mind that the success in landing them may, in a great measure, depend upon their coolness and attention to the rules here laid down; and that by attending to them many lives are annually saved by the mortar and rocket apparatus on the coasts of the United Kingdom.

The system of signaling must be strictly adhered to; and all women, children, passengers, and helpless persons should be landed before the crew of the ship.

The illustrations will help to explain the manner in which the mortar and rocket lines are used.

T. H. FARRER, *Assistant Secretary,*

*Marine Department.*

*Board of Trade, 28th February, 1857.*

Thus all that we have, for some years past, advocated on this subject has now at length been carried out—an improved and more complete apparatus—a uniform rule of management, both on shore and on shipboard—a recognized head and authority—and a diffusion of the rules of management on board all merchant-ships. We congratulate the President and the Marine Department of the Board of Trade on so great a step in advance towards the fulfilment of the natural duty to afford relief to shipwrecked persons on our coasts, and we prognosticate the happiest results as a consequence.

#### DRAWINGS OF THE LIFE-BOATS AND LIFE-BOAT CARRIAGES ADOPTED BY THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

FIVE years' experience by the NATIONAL LIFE-BOAT INSTITUTION of the new class of life-boats, designed by JAMES PEAKE, Esq., of Her Majesty's Dock-yard, Woolwich, and elicited by the prize of 100 guineas given



by His Grace the Duke of NORTHUMBERLAND in 1851,\* has now fully established their superior qualities, and justifies that Institution in recommending them wherever life-boats are required.

At a recent meeting of the Committee it was accordingly determined to have lithographed drawings prepared of one of these boats of ordinary dimensions, and also of those descriptions of life-boat carriages considered most useful in varying localities; and that copies of the same should be forwarded to foreign governments, the British colonies and foreign possessions, and to other parties who might desire to provide life-boats on the coasts of this or any other country.

A Sub-committee has been nominated to carry out the same, and the drawings having been lithographed under their superintendence, are now in readiness for distribution.

His Grace the Duke of NORTHUMBERLAND has generously expressed a desire to defray the cost of these drawings, and they will be circulated, under the superintendence of the Committee of the Institution, solely at his Grace's expense.

#### MEETINGS OF THE COMMITTEE.

Thursday, Jan. 1, 1857. THOMAS CHAPMAN, Esq., V.P., 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 Copy of a Memorial from the Newbiggin fishermen, expressive of their gratitude to His Grace the President for the life-boat which he had stationed there five years ago, and which had, on a recent occasion, been the means of assisting to bring eighteen cobsles and their crews in safety into port.

Read the Inspector of Life Boat's Report of his recent visit to some of the life-boat stations on the coasts of Sussex and Kent.—Authorised various alterations to be made in the Eastbourne and Newhaven life-boats.

\* Mr. PEAKE did not compete for the prize, but after an examination of all the competing designs, furnished that of his present boat.

Read letter from the Rev. WILLIAM YATE, of Dover, of the 31st Dec., stating that the Local Committee had recommended the replacing of the Dover life-boat and the building of a house for her.—Decided that the application be postponed until the result of an appeal to the inhabitants of Dover on behalf of the undertaking was known.

Resolved—That Messrs. FORREST be intrusted to build a life-boat 28 feet long for Penmon, Anglesey.

Read letter from the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, transmitting a draft for 100*l.* in aid of the funds of this Institution.—To be thanked.

Read letter from Mr. A. G. DILLON, of Dublin Castle, of the 27th Dec., transmitting a diagram of a gun and an arrow of his invention for effecting communication with stranded vessels in situations where the ordinary life-preserving apparatus could not be made available.—To be acknowledged.

Resolved—That a life-boat house, at the estimated cost of 100*l.*, be built at Youghal, for the reception of the life-boat now building by the Institution for that station.

Voted the thanks of the Committee to Mr. RICHARD WHITE, chief officer of Coast-guard at Filey, in acknowledgment of his services during many years past in saving life from shipwrecks, by going off in boats, and by means of the mortar and rocket apparatus.

Also a reward of 2*l.* 10*s.* to five men who had put off in a boat with the intention of rendering assistance to the crew of the French fishing smack *Ismerie*, which had, during a gale of wind, sunk off Rye on the 13th Dec. last. The tide having rapidly ebbed, the crew were afterwards enabled to walk ashore.

Also 4*l.* to four men who had put off in a shore boat and rescued the crew of six men of the schooner *Ellen*, of Cardigan, which was wrecked during a S.W. gale of wind in Ballycotton Bay. The NATIONAL LIFE-BOAT INSTITUTION has decided to station a life-boat in this dangerous locality at the earliest opportunity.

Also a reward of 12*l.* to the crew of twelve men of the Portmadoc life-boat, who

had proceeded on the night of the 17th Jan., 1856, to the assistance of the brig *Bonne Marie*, of "Nantes, which they succeeded in bringing in safety into harbour. The owners of the vessel had declined to make these men any compensation for their valuable services.

Also 15*l.* 10*s.* to the crew of the Rhyl tubular life-boat, for putting off on the night of the 30th Dec., with the view of rendering assistance to the barque *Mary Ann*, of Liverpool, which had a signal of distress flying. The captain of the ship, however, refused the aid of the life-boat, stating that he could save the crew in his own boats. During the night the vessel foundered, and early the next morning her boat was observed to be drifting with the current when the life-boat again put off and rescued the three men who were in her.

Also 5*l.* 10*s.* to the crew of the same life-boat for putting off to the rescue of the crew of four men of the schooner *Temperance*, of Belfast, which, during a N.E. gale of wind and a very heavy surf, was wrecked in Abergele Bay on the 4th Jan. last.

Thursday, Feb. 5, 1857. THOMAS CHAPMAN, Esq., V.P., 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 the Bishop of LONDON Vice President of the Institution.

Elected Captain SULIVAN, R.N., C.B., and Commander R. ROBERTSON, R.N., Members of the Committee of Management.

Read letters from WILLIAM M<sup>C</sup>KERRELL, Esq., of Bath, offering to contribute 180*l.* to the Institution for the purchase of a first-class life-boat, and life-belts for her crew.

Resolved—That Mr. M<sup>C</sup>KERRELL's munificent offer be accepted.

Read letter from the Rev. JOHN LAWSON, of Seaton Carew, of the 28th Jan., expressing a desire to bring the life-boat of that station into connection with this Institution. The life-boat was thirty years old, and would require a thorough overhauling to make her efficient.

Resolved—That the Seaton Carew life-boat establishment be brought into connection with the NATIONAL LIFE-BOAT INSTITUTION, and that the present life-boat be replaced by a new 30 feet life-boat on Mr. PEAKE's plan.

Read letter from Captain ROBERTSON, R.N., Surveyor-General to the Board of Trade, forwarding a map of the lighthouses of the British Isles, and stating that the number of wrecks during the gale at the beginning of last month was about 340, and that the number of lives lost was 186; but that the number of lives saved, chiefly by life-boats and the mortar and rocket apparatus, was about 662.—To be thanked.

Sanctioned the issuing of the following circular letter to the life-boat Committees, in connection with the Institution, consequent on the loss of the Point of Ayr life-boat.

" To the Hon. Secretaries of Local Life-Boat Committees.

" Lest any of the crews of the life-boats in connection with the NATIONAL LIFE-BOAT INSTITUTION should take alarm at the melancholy accident which recently occurred to the Point of Ayr life-boat, the Central Committee of the Institution think it right to acquaint them at once with the following facts:—

- " 1. That none of the life-boats of the Institution are on the same plan as that at the Point of Ayr, that boat being unprovided with ballast and having no self-righting power, and differing from the boats of the Institution in other important respects.
- " 2. That the crew of that life-boat were not provided with life-belts, which, had they been so, might have proved instrumental to saving some, if not all, of their lives.
- " 3. The boat was under sail at the time, and (as the Committee are informed) that the sheets of the sails were found to be made fast when she was subsequently picked up.

" Since to the two latter circumstances may the loss of life on this occasion be chiefly attributed, the Committee request the local

Committees to inform their several coxswains that they will be held responsible for every man who goes into the life-boat on service without having on a life-belt. And that, in those boats in which it is indispensable to carry sail, they are on no account to suffer the sheets to be *made fast*, but to appoint a trustworthy man to attend each sheet, keeping it in his hand.

“On its being ascertained that the coxswain has neglected his duty in either of these respects, on the first occasion of his doing so, he will be considered to have forfeited his pay for the current quarter; and on a second occasion, will be liable to dismissal.

“The coxswains are likewise to be informed that they are never to use their sails unless the distance to the scene of wreck is too great to be reached by rowing, and that, as a general rule, when running for the land before a heavy sea, they will, invariably, if practicable, take in their sails before going into the broken water.”

Read letter from Mr. J. SMITH, of York Parade, Hull, relative to his plan of life-boat.—To be acknowledged.

Read letter from Mr. J. BROCK, of Redruth, late chief officer of Coast-guard, calling attention to the advantages of KISBEE'S float, to be used in conjunction with the mortar and rocket apparatus in saving life from wrecks.—To be acknowledged, and ordered Mr. BROCK'S communication to be forwarded to the Board of Trade.

Read letter from Captain E. A. INGLEFIELD, R.N., calling attention to his plan of anchor for life-boats.—Instructed the inspector to test the same on the coast.

Read letters from Captain MARTIN, calling attention to the services of the Ramsgate Trust life-boat and steamer during the heavy gales on the 5th, 6th, 7th, and 13th Jan., to vessels in distress on or near the Godwin Sands.—To be thanked.

Reported the transmission of the Dungeness life-boat to her station, and that she had been conveyed free of cost by the South-Eastern Railway Company to Dover, and thence towed to her station by a Revenue Cruiser, through the courtesy of Commodore EDEN, R.N.—Decided that the Directors of

the South-Eastern Railway and Commodore EDEN, Comptroller-General of the Coast-guard, be thanked.

Read letter from the North of Europe Steam Navigation Company, requesting information respecting a plan of life-boat carriage for the Dunkirk life-boat, which was being built by Messrs. BEECHING & SONS, of Great Yarmouth.—Decided that the information required be furnished.

Reported the harbour trial of the Chilian life-boat, which Her Majesty's Government was about to present to the Republic of that country. The trial was in every respect satisfactory. The boat was on Mr. PEAKE'S plan, and had been built by the Messrs. FORREST.

Read letter from Captain ELLIS, R.N., of Southwold, stating that the Local Committee at that place had resolved to present to this Institution their life-boat built by Messrs. BEECHING, in 1852. He also stated that he had decided to resign his appointment of Honorary Secretary to that Branch.

1.—Resolved, That the life-boat be accepted with thanks, and that she be brought to London, to be altered to Mr. PEAKE'S plan.

2.—That the thanks of the Committee be presented to Captain F. W. ELLIS, R.N., in acknowledgment of his valuable services to the life-boat cause, particularly as Chairman and Hon. Secretary of the Southwold Branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Read letter from Lieut. AGASSIZ, R.N., of Exmouth, stating the necessity of a life-boat at that place.—Ordered, the usual queries and life-boat papers to be forwarded to that officer.

Read letter from Mr. W. UNDERHILL, of Danse, of the 12th January, calling attention to his buoyant life-belt cushion.—To be acknowledged.

Resolved—That a house be erected at a cost of 86*l.* for the life-boat stationed at Eastbourne, and that the Hon. Mrs. GILBERT be thanked for the site of ground on which the same was to be erected.

Read letter from Mr. A. HENDERSON, of Cambridge-street, Hyde Park, calling atten-

tion to his plan of ship's life-boat.—To be acknowledged.

Paid 282*l.* 5*s.* 3*d.* for sundry charges on life-boats, life-boat carriages, and life-boat houses.

Also 93*l.* 8*s.* 5*d.* for the Rye life-boat house, and 647*l.* 11*s.* 4*d.* to Messrs. FORREST for building various life-boats.

Voted the silver medal to ROBERT SHIELDON, coxswain, for going off in the Redcar life-boat on the 5th January, and on many previous occasions, to save life from shipwreck.

Also 5*l.* 12*s.* to the crew of the Tenby life-boat, which had put off during a gale of wind with the intention to render assistance to a vessel which had a signal of distress flying, off Caldy Island.

Also 12*l.* to the crew of the Hauxley life-boat, for saving the crew of 11 men of the brig *Sophie*, of Oporto, and 5 men of the schooner *Georgina*, of Inverness, which were wrecked near that station during a severe gale of wind on the 4th January last. Also the silver medal to Captain THOMAS HIPPLEWHITE, the harbour-master of Warkworth, for going off in the boat on both occasions. Also the thanks of the Committee to Mr. THOMAS LEIGHTON, for having gone off in the boat on the last occasion. The boat was reported to have behaved exceedingly well.

Also 5*l.* 10*s.* to the crew of the Scarborough life-boat, which is on Mr. PEAKE'S plan, for putting off in her on three different occasions, and rescuing the crews, consisting of 23 men, of the brig *Thompsons*, of Whitby, the brig *Northumberland*, of Whitby, the brig *Wilson's*, of Shields, which were wrecked during a heavy gale off Scarborough, on Sunday, the 4th January last. The crews of the life-boat had likewise received 16*l.* 10*s.* from the owners of the vessels for their valuable services. The silver medal of the Institution was also voted to THOMAS CLAYBURN, who had been coxswain of the Scarborough old life-boat for forty years, and had gone frequently off in her to save life.

The Lytham life-boat had put off to the assistance of the flat *Turner*, of Preston, which, during a N.W. gale, had gone on the Horse Bank, on the 4th January. The

life-boat succeeded in bringing the flat and her crew of 4 men in safety into harbour. The crew of the life-boat received 20*l.* as salvage for their services.

The Filey life-boat put off, during a gale of wind, to the rescue of the crew of 9 men of the brig *Ratcliff*, of Whitby, which came on shore near Filey, on the 4th Jan. The owners of the vessel paid the life-boat's crew for their services.

Also the second service clasp to Captain JOACHIM, R.N., in acknowledgment of his gallant services in putting off with 19 men, in the Lowestoft life-boat, to the rescue of the master and crew of 7 men of the brig *Tenant*, of Stockton, which, during a N.E. gale, was driven on the Newcome Sands, on the 5th January last. The vessel, which was timber laden, was afterwards got off, and towed into Lowestoft harbour. The crew of the life-boat received salvage for this service.

Also the silver medal to Lieutenant THOMAS YOUNG, R.N., chief officer of the Coast-guard at Atherfield, in acknowledgment of his gallant services and skilful seamanship in saving, with his boat's crew, the brig *Red Port*, of London, and her crew, on the 4th January last; he had also, on previous occasions, rendered valuable services in saving life from shipwreck.

The thanks of the Committee were also voted to FREDERICK HARRIS, Esq., chief officer of the Kessingland Coast-guard Station and his crew, for assisting to rescue, with the mortar and rocket apparatus, the crew of the schooner *Agnes Jermyn*, of Exeter, which was wrecked near Kessingland, Suffolk, on the 5th January last.

Also the silver medal to Mr. HENRY WYRILL, for putting off with 5 others in his boat, and rescuing the crew of 5 men of the brigantine *Elizabeth*, of Sunderland, which was wrecked off Scarborough, on the 14th of November last. The 5 men had received a reward from a local subscription for their services.

Also 1*l.* to ROBERT JENKINSON, fisherman, for wading into the surf, at considerable risk of life, to effect a communication between the shore and the schooner *William IV.*, which was wrecked, during a gale

of wind, off Filey, on the 4th January last, by which means her crew of 3 men were saved.

Also 6*l.* to JOSEPH READ, commissioned Coast-guard boatman; JOHN McCARTHY, fisherman, and 9 other fishermen, for rescuing 15 men from the barque *Edward*, of North Shields, which, during a heavy gale of wind, was wrecked in Dunworly Bay, on the coast of Cork, on the 9th December last.

Also 2*l.* to 4 men, for putting off in a boat and rescuing 3 men, who had been capsized from their boat during heavy squalls, near Portaferry, on the coast of Down, on the 22nd December last.

Also a reward of 13*l.* to the crew of the Walmer life-boat, for going off in her on the night of January 5th, and rescuing the crew of 13 men and 2 boatmen of the barque *Reliance*, of London, which, during a N.E. gale of wind and thick snow-squalls, went to pieces opposite Walmer Castle. The life-boat, the cost of which was liberally presented to the Institution by some members of the Royal Thames Yacht Club, was reported to have behaved exceedingly well on the occasion.

Also a reward of 9*l.* 10*s.* to the crew of the Lowestoft life-boat, for putting off in her with the view of rendering assistance to the crew of the brig *Darlington*, of Shields. On reaching the distressed vessel, however, she was found to have been driven high enough on the beach for her crew to have been rescued by other means.

Thursday, March 5, 1857. THOMAS CHAPMAN, Esq., V.P., 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 the Secretary to the Royal Thames Yacht Club of the 5th February, stating that the Club had voted an additional donation of 10*l.* to the Institution, and expressing the gratification of the Club to learn that the Walmer life-boat, the voluntary gift of some members of the Club to the Society, had saved 15 persons from the barque *Reliance*, of London.

Produced a copy of the Wreck Register for 1856. It appeared that during the year 1,153 wrecks had taken place on the coast of the British isles, and that 521 lives had been lost therefrom. The number of lives saved by life-boats, shore boats, and other means during the year was 2,243.

Voted a life-belt to Mr. JOSEPH HODGSON, of Sunderland, in acknowledgment of his continued gallant services in saving life on occasions of shipwreck.

Read letter from Captain BECHER, R.N., F.R.S., of the 21st February, stating that a page or two of the *Nautical Magazine* would be always at the service of this Institution to promote its important objects.—To be thanked.

Also from the editor of the *Mercantile Marine Magazine*, forwarding a complete set of that periodical to the Institution, and stating that a copy of the magazine would be sent every month to the Society, and that notices of its proceedings would be inserted in it and occasional advertisements.—To be thanked.

Read letter from Mr. W. WILLIAMS, master of the steamer *Windsor*, belonging to the City of Dublin Steam-packet Company, calling attention to his plan of life-boat.—To be acknowledged.

Produced a printed circular issued by the Board of Trade to the Coast-guard, respecting the re-organization and completion of the mortar and rocket apparatus on the coast.

Read letter from Lieutenant SIMMONS, R.N., of the 24th February, stating that the Southwold life-boat, manned by 13 men, had saved the brig *Pensher* and her crew on the 9th idem. When the life-boat approached the brig she was found in a sinking state, with seven feet of water in her hold. The life-boat's crew, however, persevered at the pumps, and succeeded in bringing her ultimately to Lowestoft harbour.

Paid 77*l.* 8*s.* for sundry charges on life-boats, life-boat carriages, and life-boat houses.

Also 153*l.* 15*s.* 6*d.* for the Appledore and Hornsea life-boat carriages.

Voted the silver medal and 2*l.* each to

WILLIAM PILLAR, gunner, of Her Majesty's Revenue cruiser *Eagle*; WILLIAM COCKROM, steward of ditto; GEORGE HUGHES, pilot; HENRY BONGOURD, pilot; and thanks, on vellum, severally, to Lieut. WILLIAM T. STANDBRIDGE, R.N., Commander of the *Eagle*; Mr. GEORGE SCOTT, master of the steam-tug *Watt*, and to Mr. WILLIAM BRACHE, master of the pilot-cutter *Blonde*, and 16l. to 8 other men, in acknowledgment of their valuable services in rescuing six of the barque *Boadicea*, of Shields, which was wrecked off Guernsey, during a heavy gale of wind, on the 5th January last.

Also 10l. to 5 seamen, for putting off in a boat through a heavy sea, and at the risk of their lives rescuing 2 men, who had been upset from their fishing-boat during a gale of wind near Irvine, on the 19th December last.

Also 2l. 10s. to 5 men who had put off with the intention of rendering assistance to a vessel in distress off Great Ormes Head Telegraph Station, on the 30th Dec. last.

Also 2l. to 4 Coast-guard boatmen at Scarborough, for rescuing amidst considerable difficulty, by means of the mortar and rocket apparatus, 9 out of 12 of the crew of the barque *Samuel Cunard*, which was stranded near that place on the 5th January.

Also 11l. to the crew of the Kessingland life-boat, for their services in rescuing the crew, consisting of 4 men, of the schooner *Friends of Eliza*, of Hartlepool, which was wrecked near Kessingland Coast-guard Station on the night of the 21st January last.

Thursday, 19th March, 1857.—The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at the London Tavern, Bishopsgate-street, His Grace the Duke of NORTHUMBERLAND, K.G., President of the Society, in the Chair.

His Grace the Chairman having opened the Meeting with some remarks,

The Secretary read the Annual Report of the Committee. The Auditor also read the Financial Statement of the Society.

The following resolutions were afterwards moved and unanimously carried:—

Moved by Rear-Admiral the Earl TALBOT, C.B., and seconded by MONTAGUE GORE, Esq.,—

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

Moved by Captain JOHN SHEPHERD, H.C.S., Deputy-Master of the Trinity House, and seconded by WILLIAM COTTON, Esq., F.R.S., late Governor of the Bank of England,—

2. That this Meeting has heard, with peculiar satisfaction, of the success which has attended the humane operations of the NATIONAL LIFE-BOAT INSTITUTION during the past year, and the gratifying fact, that in the same period, 2,243 persons were rescued by life-boats, shore boats, and other means, from shipwrecks, on the shores and in the seas of the British Isles—facts which should call forth the acknowledgments of the community at large, as showing most satisfactorily what can be accomplished in this good work by sustained and well-directed efforts.

That this Meeting does therefore pledge itself to use its best exertions to maintain and extend the operations of the NATIONAL LIFE-BOAT INSTITUTION, whose claims urgently appeal to every one for support.

Moved by J. D. POWLES, Esq., and seconded by Captain WASHINGTON, R.N., F.R.S., Hydrographer of the Admiralty,—

3. That the thanks of this Meeting be given to the President of the Board of Trade, and to the Marine Department of that Board, for the important and cordial aid afforded by the Board to the NATIONAL LIFE-BOAT INSTITUTION. Also to the Comptroller-General, the Deputy-Comptroller-General, and the Officers and men of Her Majesty's Coast-guard service, for their continued valuable assistance to the Society.

Moved by Admiral Sir THOMAS COCHRANE, K.C.B., and seconded by Captain RAVEN, R.N.,—

4. That this Meeting tenders its cordial thanks to THOMAS BARING, Esq., M.P., the

Chairman, 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.

Also to the honorary Local Committees of the several Branches of the Institution for their zealous co-operation with the Central Committee in promoting the efficiency of the Life-Boat establishments intrusted to their superintendence and management.

This resolution was responded to on behalf of the Committee by THOMAS CHAPMAN, Esq., Deputy-Chairman, and Chairman for Lloyd's Register of British and Foreign Shipping Society.

Moved by THOMAS BARING, Esq., M.P., and seconded by Captain GEORGE A. HALSTED, R.N., Secretary to Lloyd's,—

5. That the best acknowledgments of this Meeting be given to His Grace the DUKE OF NORTHUMBERLAND, K.G., for his able conduct in the Chair, and for the kind interest which he continues to take in the prosperity of the Institution.

#### SERVICES OF LIFE-BOATS.

BERWICK-ON-TWEED.—On the 22d March the schooner *Heinrich Gerdes*, of Rostock, on running for the harbour of Berwick, struck on the bar, and was driven ashore south of the entrance to the Tweed. It was blowing a heavy gale from east-north-east, and there was a tremendous sea on at the time. The Berwick life-boat was quickly launched, and succeeded in taking on board the crew of 5 men, and in conveying them safely to the land. There was a violent hail-storm at the time, which made the service the more severe. One of the vessel's crew was washed overboard, but was rescued by means of the boat's life-buoy, which was thrown to him. This life-boat is on Mr. PEAKE'S design, and is the property of the NATIONAL LIFE-BOAT INSTITUTION. She was reported to have behaved "uncommonly well" on the occasion.

FILEY.—On the 4th January the brig *Ratcliff*, of Whitby, was driven on shore in a heavy gale on Filey beach. The Filey

life-boat was immediately launched, and proceeded to the rescue of the crew, 9 in number, whom she safely brought to the land. The sea was reported to have been heavier than on any previous occasion on which the life-boat had been afloat. She behaved very well.

HAUXLEY.—On the 4th January, 1857, the brig *Sophie*, of Oporto, was driven on shore in a heavy easterly gale between three and four miles south of Hauxley Point, on the Northumberland coast. The Hauxley life-boat belonging to the NATIONAL LIFE-BOAT INSTITUTION was immediately drawn by horses to the spot abreast of where the vessel was on shore; and, manned by the Hauxley fishermen, she was launched through a very heavy surf, and quickly reached the vessel, over which the sea was breaking violently, taking out her crew of 11 persons, and conveying them in safety to the land.

On the same afternoon the schooner *Georgina* ran on shore near Hauxley, when the life-boat was again launched, and succeeded in rescuing her crew of 5 persons.

The Hauxley life-boat is on Mr. PEAKE'S design. She gave the utmost satisfaction to her crew by her behaviour in the very heavy sea which was running at the time.

Captain HIPPLEWHITE, harbour-master of Warkworth, and member of the Hauxley Life-boat Committee, went off in the boat on each occasion. Both the vessels became total wrecks.

LOWESTOFT.—On the 5th January, the brig *Tennant*, of Stockton, ran on shore, in a severe snow-storm, on the Newcome Sand. She was quickly seen from the shore, and the Lowestoft life-boat was immediately manned and launched, under the superintendence of Captain JOACHIM, R.N., who proceeded in her to the wreck.

On reaching the spot, the anchor was let go to windward, and the life-boat veered down to the vessel, over which the sea was breaking heavily. Half the brig's crew were soon got into the boat, when, in a tremendous squall, her cable parted. A strong rope was however secured to the brig, and the remainder of her crew were

got into the boat. The master having been washed overboard, was nearly drowned. The reputation of this life-boat has been long established, and she behaved in her usual admirable manner on this occasion.

NEWBIGGIN, NORTHUMBERLAND.—On the 13th March an open boat was seen in extreme danger a mile to seaward of Newbiggin Point. A south-east gale was blowing at the time, and there was a heavy surf on the beach. The life-boat was quickly manned, and on reaching the boat, found that she was a coble belonging to Berwick-on-Tweed, and was proceeding from Hartlepool to that place, when she was caught in the storm. She was nearly full of water, and the three men who were in her had given themselves up for lost. The life-boat took them on board, and conveyed them in safety to Newbiggin, as also their boat. The life-boat is on Mr. PEAKE's plan; she behaved extremely well on the occasion.

PADSTOW.—On the 14th March the schooner *Haberdine*, of Teignmouth, on making Padstow harbour, was driven ashore on the Dunbar Sand. The life-boat was quickly alongside, and rescued her crew of 4 men. The vessel became shortly after a total wreck. The Padstow life-boat is on Mr. PEAKE's design, and had been only a few months on the station, this being her first service: she behaved entirely to the satisfaction of her crew.

REDCAR.—On the 5th January, the barque *Emma*, of Shields, was driven on the Redcar rocks, near the River Tees, on the Yorkshire coast. The Redcar life-boat was at once manned and proceeded to the rescue of her crew. After getting twice alongside her, owing to the breaking of their heaving ropes, the crew had to return in an exhausted state, having only rescued the master, as the vessel's crew, for some unaccountable reason, refused to get into the boat. After obtaining some rest and refreshment, the life-boat's crew once more put off and succeeded in saving the remainder of the vessel's crew of 8 persons. The life-boat was reported to have behaved remarkably well on the occasion: she is the oldest life-boat in the

kingdom, having been built on Mr. W. GREATHEAD's plan in the year 1802.

This life-boat is not in connection with the NATIONAL LIFE-BOAT INSTITUTION, but belongs to the Tees Bay Life-Boat Association. The Institution, however, awarded its silver medal to the coxwain of the boat, *Robert Sheldon*, in testimony of his gallant conduct on this and previous occasions. The crew were locally rewarded.

RHYL.—On the 4th January, at daylight, signals of distress were observed from three vessels ashore in Abergele Bay, North Wales. The life-boat proceeded as soon as possible to the spot and rescued the crew of 4 men from the schooner *Temperance*, of Belfast; the crews of the other vessels having succeeded in landing in their own boats. There was a heavy sea running at the time, and the life-boat was reported to have behaved admirably. This boat is on the tubular principle, invented by HENRY and HENRY T. RICHARDSON, Esqrs., of Bala, North Wales.

In proceeding to the aid of the above vessel under sail, the Point of Ayr life-boat, which belongs to the Liverpool Dock Trustees, was upset, and drowned her whole crew of 13 men.

SCARBOROUGH.—On the 4th January, at 9 A.M., the brig *Thompsons*, of Whitby, in endeavouring to get into the harbour at Scarborough, missed the entrance and was driven on shore, the wind blowing a heavy gale from the eastward at the time. The Scarborough life-boat immediately put off to her aid, and took off her crew of 8 persons, landing them in safety.

At noon of the same day the brig *Northumberland*, of Whitby, being unable to fetch the entrance, was driven on shore near the same spot as the last-named vessel. The life-boat again put off and rescued her crew of 9 persons.

Immediately after landing the crew of the *Northumberland*, the valuable services of the life-boat were again called into requisition, the brig *Wilson's* having, in making for the harbour, ran on some rocks near the other vessels. The sea was running tremendously high at this spot, making clean



breaches over the brig and filling the life-boat alongside. She nevertheless succeeded in saving 8 of the crew and a boy, the son of the master. One of the crew, an apprentice, was unfortunately washed overboard at the moment of getting into the boat by a terrific sea, which broke over the wreck at the time. The same sea threw one of the crew of the life-boat over the heads of the other boatmen and into the sea, but having on a buoyant life-belt, he was readily again got into the boat. Not so, however, the unfortunate apprentice, who, although he fell between the vessel's side and the boat, sank to rise no more ere he could be grasped by the men from the boat. This occurrence, when two men were thrown overboard by the same sea and the one protected by a life-belt was saved, whilst the other, without such support, perished, is so striking an instance of the value of life-belts on board a ship that we take the opportunity, on relating it, to once more express the hope that the day is not distant when the law will compel every vessel sailing out of a British port to be furnished with an efficient life-belt for each of her crew.

The Scarborough life-boat is on Mr. PEAKE's design; she is one of the smallest life-boats in the kingdom, but she on this occasion nobly showed her worth, as she also afforded an illustration of what may be effected on such trying occasions by a skilful and gallant crew, which those who manned her undoubtedly showed themselves to be on this disastrous day, when so great a number of poor merchant-seamen perished on our coasts.

SEATON CAREW.—On the 4th January the Seaton Carew life-boat, after making three gallant attempts, but without success, to rescue the crew of the brig *Empress of Sunderland*, wrecked on the Long Scar rocks, took off the crew of the *Jubilee*, of Guernsey, which had driven on shore off the town. The life-boat got damaged on this occasion. The Seaton life-boat Committee have, since this occurrence, placed themselves in connection with the NATIONAL LIFE-BOAT INSTITUTION, which has replaced this life-boat by a new one on Mr. PEAKE's design.

SOUTHWOLD.—On the night of the 9th February, 1857, signal lights of distress were observed to seaward from Southwold in Suffolk. The life-boat immediately went off under sail, and found them to proceed from the brig *Pensher*, coal laden, which had struck on Sizewell bank, and was then in a sinking state, having seven feet water in her hold. There was a heavy sea alongside, which was sweeping over her decks and did some damage to the life-boat; the crew of the latter, however, succeeded in getting on board, and in taking her in safety into Lowestoft harbour, the pumps having been kept constantly going. The life-boat, which had been but recently supplied by the NATIONAL LIFE-BOAT INSTITUTION, gave much satisfaction to her crew by her behaviour on this occasion, when she was launched through a heavy surf.

THORPE, SUFFOLK.—On the 9th May the life-boat of the NATIONAL LIFE-BOAT INSTITUTION, which is stationed at Thorpe-ness, was the means of saving the lives of 3 fishermen, who had been caught in a gale near Sizewell Bank, and were in great danger. Being seen from the shore (about 3 miles distant) the Thorpe life-boat was launched, under sails and oars, and took them on board. A heavy surf had set in on the shore, and no ordinary open boat could have been safely taken through it.

WALMER.—On the night of the 5th January, the barque *Reliance*, of London, was driven on shore in a violent snow-storm, near Walmer Castle, on the coast of Kent. The Walmer life-boat was quickly manned and proceeded to the rescue of her crew of 15 persons, whom she succeeded in landing in safety. There was a very heavy surf at the time, and the life-boat, which had been only recently placed on the station, afforded much satisfaction to her crew. She is on Mr. PEAKE's design.

Situated in the neighbourhood of the fatal Goodwin Sands, we have no doubt this life-boat, in the hands of the skilful boatmen of the neighbourhood, will have many future opportunities for performing such valuable services as the above.

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

Founded in 1824.—Supported by Voluntary Subscriptions.

## PATRONESS.

HER MOST GRACIOUS MAJESTY THE QUEEN.

## PRESIDENT.

REAR-ADMIRAL HIS GRACE ALGERNON DUKE OF NORTHUMBERLAND, K.G., F.R.S.

## COMMITTEE OF MANAGEMENT.

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

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

Vice-Admiral BOWLES, C.B.  
Rear-Admiral C. R. D. BETHUNE, C.B.  
General BLANSHARD, C.B.  
ALEXANDER BOETFEUR, Esq.  
Capt. Sir GEORGE BROKE, Bart., R.N., V.P.  
Captain F. BULLOCK, R.N.  
Lord HENRY CHOLMONDELEY.  
Rear-Admiral BERTIE C. CATOR.  
WILLIAM COTTON, Esq., F.R.S.  
Vice-Admiral Sir DEANS DUNDAS, K.C.B.  
Captain GEORGE DAVIES, R.N.  
Captain STEPHENSON ELGERBY, Trinity House.  
Commander FRANCIS W. ELLIS, R.N.  
MONTAGHE GORE, Esq.  
Rev. C. B. GRIBBLE, M.A.  
Captain W. H. HALL, R.N., C.B., F.R.S.  
Captain G. A. HALSTED, R.N., Secretary to Lloyd's.  
Commander J. C. HEASLOP, R.N.  
Commodore EDEN, R.N., C.B., Comptroller-General of Coast Guard.  
Rear-Admiral Sir THOMAS HERBERT, K.C.B.  
EDWARD HURRY, Esq., V.P.  
Captain E. A. INGLEFIELD, R.N., F.R.S.  
Captain A. JERNINGHAM, R.N.  
Captain W. H. KENNEDY, R.N., Dep. Comp.-Gen. Coast-Guard.  
Commander J. S. LEAN, R.N.  
GEORGE LYALL, Esq.

Captain J. B. B. MCHARDY, R.N.  
Captain OMMANNEY, R.N.  
Lord ALFRED H. PAGET, M.P.  
Major GEORGE PALMER.  
JAMES PEAKE, Esq., Assistant Master Shipwright in H.M. Dockyard, Woolwich.  
Captain LAMBERT PERROTT.  
JOHN DISTON POWLES, Esq.  
Captain C. R. PRESTON.  
Commander ROBERTSON, R.N., Surveyor-General to the Board of Trade.  
Sir ROBERT C. ROWLEY, Bart.  
Rear-Admiral K. SAUMAREZ, K.L.  
Captain SHEPHERD, H. C. S., V.P., Deputy Master of the Trinity House.  
Rear-Admiral The Marquis TOWNSEND.  
Captain SULIVAN, R.N., C.B., Board of Trade.  
Colonel TULLOH, R.A., Director of the Carriage Department, Royal Arsenal, Woolwich.  
Captain Sir BALDWIN W. WALKER, Bart., R.N., K.C.B., Surveyor of the Navy.  
Captain WASHINGTON, R.N., F.R.S., V.P., Hydrographer of the Admiralty.  
FRANCIS WILSON, Esq., V.P.  
Commander J. R. WARD, R.N.  
ISAAC WATTS, Esq., Assist. Surveyor of the Navy.  
H.S. H. WOLLASTON, Esq.

**BANKERS**—Messrs. WILLIS, PERCIVAL, & Co., Lombard Street. **AUDITOR**—G. C. BEGGIE, Esq.

**SECRETARY**—RICHARD LEWIS.

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

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 to provide efficient Life-boats at various parts of the coasts of the United Kingdom, including Walmer, Camber (Rye), Appledore (Devon), Braunton (Devon), Penmon (Anglesea), Arklow, Seaton Carew, Cahore, Youghal, and Westport. To supply these Life-boats, together with Transporting-carriages and Boat-houses for some of them, has involved an expenditure of upwards of £3,000.

Other appeals for aid in the establishment of Life-boats continue to be received by the Committee. This important work can only be continued by the aid of a generous Public. The rescue of shipwrecked persons from drowning is a work of mercy and humanity, which so manifestly claims the sympathy of all classes of persons in this Maritime and Commercial Country, that the Committee feel assured that the present pecuniary position of the Institution need only to be known to insure for it the liberal support of the Community at large.

	£	s.	d.		£	s.	d.		£	s.	d.	
Armagh, His Grace the Arch-bishop of	-	don.	25	0	0	Broadwood, Rev. J., Lyne	-	don.	5	5	0	
Cleveland, His Grace the Duke of	don.	50	0	0	Brydges, Sir H. J. Jones, Bart.	-	don.	5	0	0		
McKerrell, W., Esq., cost of a first-class life-boat and gear	-	100	0	0	Bullock, Captain F., R.N.	-	an.	2	2	0		
Per G. W. Alexander, Esq., Lombard street	-	10	10	0	Catchpool, T. Esq., Colchester	-	don.	5	5	0		
Barclay, Bevan, & Co., Messrs.	don.	10	10	0	Cecil's savings for poor sailors	-	0	1	6			
Harris, J. T., Esq.	-	don.	5	5	0	Chance, R. L., jun., Esq., Birmingham	-	2nd	don.	5	0	
Deenistoun, Cross, & Co., Messrs.	an.	5	5	0	Charlton, Mrs., Bath	-	2nd	don.	2	0		
Ebbw Vale Iron Company	do.	10	10	0	Clarke, Rev. J. C., Chertsey	-	don.	5	0	0		
Robinson, Joseph, Esq.	-	don.	5	5	0	Drapers, Worsh. Comp. of	3rd	don.	50	0		
Abingdon, Committee of	-	an.	1	0	0	E. J. A., Frankleigh	-	don.	30	0		
A Friend, Portsmouth	-	an.	1	0	0	Fessing, Admiral C. B.	-	don.	2	2	0	
Alvanley, Lord	-	don.	10	0	0	Gage, Admiral Sir W.	-	don.	5	0		
Atty, Mrs., Southwell	2nd	don.	1	0	0	G. P. H. B.	-	don.	0	10	0	
Aylmer, Sir G. G., Bart.	don.	5	0	0	0	Glyn, Sir R. P., Bart.	4th	don.	10	0		
Arrowsmith, Messrs. H. & A.	don.	5	0	0	0	Gully, J. Esq., Marwell Hall	-	don.	5	0		
New Bond street	-	an.	1	1	0	0	Harris, Mrs. J., Walthamstow	don.	5	5	0	
Arrowsmith, Mrs., ditto	-	an.	1	1	0	0	Hibbert & Co., Messrs., Billiter court	2nd	don.	21	0	
Bangor, Viscount	-	don.	5	0	0	0	Hobson, Allfrey, & Co., Messrs.	-	2nd	don.	21	0
Beaulet, T. Esq., Hawbridge Hall	don.	10	0	0	0	0	Great St. Helen's	-	don.	10	10	
Bevan, Rev. P. S., Carlton Road	3rd	don.	5	0	0	0	Howard, Hon. G., Castle Rising	2nd	don.	10	0	
Boyne, Viscount	-	don.	10	10	0	0	Jackson, Miss E., Gt. Malvern	don.	5	0	0	
							Janson, A. & W., Messrs. Lloyd's	-	don.	10	10	
							per T. Chapman, Esq., V.P.	-	don.	10	10	
							Johnson, H., Esq., Crutched Friars, per J. Peake, Esq.	3rd	don.	10	10	
							Lambert, Miss E., Ryde	3rd	don.	4	0	
							Lister, J. J., Esq., Plaistow	-	don.	5	0	
							M. A.	-	2nd	don.	1	0
							Mabbott, W. C., Esq., Lewes	-	an.	1	0	
							Mackenzie, Harry, Esq.	-	3rd	don.	25	0
							Otway, Capt. R.N., (Hallenham)	an.	5	0	0	
							Pense, E. Esq., Durlington	-	don.	5	0	
							Peckover, W. Esq., Wibleach	-	don.	10	0	
							Peckover, A. Esq., ditto	-	don.	2	0	
							Sharples, Joseph, Esq., Hitchin	don.	5	0		
							Simms, J. Esq., Half-Wood-st.	2nd	don.	1	0	
							Singleton, Rev. R. Corbet, per Capt. Grant, Sec. R. T. Y. C.	an.	1	1		
							Ditto	-	don.	5	0	
							Smith, Rev. P., Puttawick	2nd	don.	1	0	
							Smith, Mrs. Newman	-	an.	1	0	
							Stanley, J. Esq., Orsett-place	-	an.	1	0	
							Sturge, J. Esq., Birmingham	-	don.	5	0	
							Sullivan, Capt. R.N., C.B.	-	an.	1	0	
							Troughton, Lieut. R.N.	2nd	don.	3	0	
							Waller, Miss Mary	-	don.	21	0	
							Watson, Miss C. H.	-	don.	5	5	
							Wilson, Francis, Esq., V.P.	11th	don.	50	0	

Donations and Annual Subscriptions will be thankfully received by Messrs. WILLIS, PERCIVAL, and Co., 76, Lombard Street, Bankers to the Institution; Messrs. HERRIES, FARQUHAR, and Co., 16, St. James's Street; Messrs. COURTS and Co., 59, Strand; by all the London and Country Bankers; by the several Metropolitan Army and Navy Agents; and by the Secretary at the Office of the Institution, 14, JOHN STREET, ADELPHI, London.

Printed by GEORGE CLOWES, of 57 Russell Square, in the County of Middlesex, at the Printing Office of Messrs. CLOWES and Sons, Duke Street, Stamford Street, in the Borough of Lambeth, County of Surrey; and published by CHARLES KNIGHT, of 90 Fleet Street, in the Parish of St. Bride, in the City of London. Wednesday, July 1, 1857.