

# THE LIFE - BOAT,

OR

**JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.**

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## COLLISIONS AT SEA.

WE extract from the *Nautical Magazine* the following paper from the pen of Capt. K. B. MARTIN, Harbour Master, Ramsgate. It contains some pertinent remarks on the subject of collisions at sea, and especially points to an increasing evil, which, no doubt, has already produced many disastrous results—namely, the hampering a vessel's upper deck with cabins and other constructions, which shut out from the view of the helmsman all objects a-head of the ship. Collisions at sea are, with their fearful consequences, steadily on the increase, and it is time that serious attention should be drawn to the subject.

“ THE LATE MELANCHOLY LOSS OF THE EMIGRANT SHIP *Ocean Home* BY COLLISION.—The British public are feelingly alive to any and every thing passing under their immediate eye, and, whether for good or evil, there are no bounds to the expression of their sympathies! Thus a morbid curiosity may lead them to witness the execution of a malefactor—to ascertain his penitence or hardihood, and to pronounce an opinion on the awful future which awaits the immortal spirit when all that was mortal has paid the penalty of crime. Or if an isolated case of drowning or accidental death occurs, how difficult it is to restrain the crowd of eager inquirers, each and all too readily anticipating the Coroner's verdict and pronouncing with self-complacency their own decision, and becoming in many instances perverters of the truth! Yet it is with regret that we cannot help observing that the record of unparalleled disasters at

sea—because they occur in the dim perspective—are read only to excite a moment of pity and to be forgotten; or, if remembered, it is only to elicit the usual apathetic ejaculations, ‘ Indeed, how awful!’ ‘ Poor fellows!’ and ‘ What a fine ship and valuable cargo, but then, no doubt she was well insured!’ Can there be no awakening to the awful truth that many helpless souls are hurried into eternity with all their imperfections on their heads, and consequent upon causes which, in a strictly religious and moral sense, must hold the abettors of a bad system as little better than guilty of their destruction, or, in legal terms, accessories before the fact? Severe as this may seem upon the determined worshipper of Mammon, it is time that some one of influence obtained attention to the fact, and warned the commercial marine (not only of this country, but of the world) that there is a Providence watching us all, that ‘ The sea is His, and He made it,’—but not for the wanton sacrifice of His creatures—and that the time may come when, among the multitude of sufferers rising from it to judgment, thousands may point with unerring finger to those who recklessly sent them forth upon it in ships badly constructed, badly manned, and worse officered!

“ Who can dwell for a moment on the instantaneous destruction of an emigrant ship, and not feel for the relatives thus doomed to mourn the severance of the dearest earthly ties? We read in a paper a crushing announcement under the head of Mercantile Marine:—

“ ‘ *The Late Collision in the Channel.*—On Saturday last the American ship *Cherubim*, which caused the terrible catastrophe

to the *Ocean Home*, emigrant ship, off the Lizard, on the 5th September, arrived in the river off Gravesend; but no investigation will take place by the Board of Trade, both ships coming within the category of 'foreign' vessels, and not, therefore, coming within the operation of the Merchant Shipping Act. Some of the poor survivors, emigrants, reached London on Friday, from Plymouth, and received every kindness from Mr. MAY, the consul. The poor creatures gave a harrowing tale of their sufferings. One poor man, a carpenter, named WYNVEEN, rather advanced in years, lost his wife, his mother, and five children, and about one hundred pounds' worth of property, the result of several years' hard-earned savings. Another emigrant, G. WENSINK, apparently a young farm-labourer, lost his mother, four brothers, and three sisters. They had clubbed together for the purpose of purchasing land in the United States. A third survivor, a young man whose mind seemed to have been almost turned by the calamity which had befallen him, lost his wife and three young children. A fourth survivor had been deprived of three of his children. The Consul made provision for their return to Rotterdam.'

"And so it was, alas, with many more. They are gone!—Gone in a moment!—No reckoning made!—A midnight crash!—and 'Sleep, Death's counterfeit, awoke to Death itself!' There sunk the father, husband, brother, in smothered agonies, along with the weaker sex clinging to their helpless progeny—sacrificed to the heartless cupidity of the employer or the neglect and imbecility of the employed!

"It is indeed obvious to the most casual observer, that in the majority of cases of collision, the cause of the accident originates in a system which every seaman of the olden time denounces as an innovation calculated to produce (and which is continually producing) the most appalling and disastrous results. It may be summed up in a few words—the helmsman is no longer the safeguard of the ship, because to everything but the binnacle he is blindfold! Before his nose are deck cabins, which, extending aft on each side, coop him up in a sentry-

box and leave only a small aperture, through which, if sailing close-hauled, he may just watch the weather leach of the topsail, and this is all he has to guide him in the discretionary power upon which mainly depends the safety of the ship and all that she contains! As to any sudden shift of the helm to avoid approaching danger, the helmsman must trust entirely to some one else,—the ocean field is hidden from his view, and the most fatal collisions are the consequence! I could detail many instances and give names and dates, but it is not my purpose to recriminate the past, I would rather warn the future.

"Nine out of ten cases of collision with vessels of different flags that have sought this harbour of refuge in distress might, and probably would have been avoided if their respective helmsmen could have seen the approaching danger! Nay, this extends also in a degree to many distressed vessels rescued and brought in from the Godwin Sands. It is hardly credible? of three vessels under repair at the same time in this harbour—one an American and two English—that the Masters in charge in their account of the disaster, stated, that they mistook the Gull Light for those on the South Foreland! Doubting the possibility of this, I make inquiry, and the following colloquy ensues with the foreign Captain:—

"'Are you an American?'—'No, there are very few native-born Americans in the European trades, except in the liners (packets). The only real American on board my ship is the black fellow (steward). We are mostly Germans, Belgians, and Dutchmen. I am a native of Holland, and the mate is of Antwerp.'

"'Are you well acquainted with this coast?'—'Yes, I have been in this navigation all my time.'

"'How, then, could you take a departure from the Scheldt with a fair wind, see Ostend spires, and yet run your ship under all sail upon the Godwin Sands?'—'Well, Sir, the truth of the matter is this: I had a good man at the helm, and the lead going occasionally, but I have a stupid chief officer, who only joined six days before we left Antwerp, and who pretended to be quite a pilot in these seas. I had kept the deck

myself till we came into proper soundings, and had all the floating-lights clear and plain before us. I then gave the mate the watch, with instructions how to keep the two lights on the South Foreland in one to clear the sandhead, and haul up to the weather shore for Dover Roads, but the thick-head went to sleep on the windlass-end. The helmsman had heard my directions. He could only see through a small opening before him right a-head, and only one light at a time, and that, unfortunately for us, he had mistaken for the two lights to which I had alluded upon the South Foreland. The lead had given no warning, the outer edge of the shoal being very steep-to. The tide also set over the sand, and we were fixed fast enough till assistance came from a shore-lugger and carried out a bower-anchor, and upon the next flood we were rescued from our perilous position and brought safely into harbour,—and here is the voyage ruined by one man's stupidity and neglect!

“ ‘But,’ I observed, ‘if the helmsman had all the horizon within view—the three light-vessels, stationed as they are, and which, from the position of the ship were all visible—a triple, a double, and a single light—all on the same level as the ship—can you believe it possible the mistake would have been made?’—‘Perhaps not, probably not, certainly they (the deck cabins) are a very great inconvenience in every respect as to working the ship.’

“ ‘This was a candid admission, and I forbear the recital of excuses which were made by my own countrymen—such excuses were too ridiculous for repetition. That any master mariner, with the printed instructions, called the *Channel Pilot*, on board, could mistake two lights in a small light-vessel for the high and low powerful lights upon the lofty promontory of the South Foreland, is incredible. Yet such was the deponent's assertion, and in all three of these casualties we could not fail to observe that the man at the helm might as well have been below deck for anything that he could see around and about the ship, or else even the surf and the tide setting over the shoal would have attracted his attention. No, he

must depend entirely for his directions on a sleepy watchmate;—and, be it observed, the officer may be drowsy, muzzy, or careless,—the watch may be ‘a’ nodding,’—but the helmsman cannot shut his eyes. His are the best pair upon deck, kept wide awake by attention to the course and the exercise necessary at the steering-wheel. He is also in the very best position for any sudden and necessary evolution to avoid danger. He, as a skilful seaman, sees that a collision is inevitable, and thus seeing, the impulse is instantaneous: up flies the helm, or down, as urgent necessity prompts, and the sleepy-headed officer of the deck rouses himself up in his muffled-up brains to owe his preservation to sharp eyes and a ready hand.

“ ‘Lead and look-out! lead and look-out!’ were the old panacea for half our evils. ‘Lead and look-out’ disarmed the sea of half its terrors. Where now will you find a crack leadsman? And as for the look-out, what with topgallant bulwarks and booby-houses upon deck, it is next to impossible to exert that vigilance in the management of our merchant-ships which constituted and created for our predecessors their far-famed maritime supremacy. The man at the helm should have a clear and unobstructed view on all sides of anything which can approach the ship in any direction, more especially since the introduction of the steam-engine as a propelling power, urging the rapid bark headlong upon her course, independent of wind and weather. The officer in charge of the deck, it is possible, may be suddenly aroused to a sense of approaching danger, and give a mistaken order—such as ‘Port, port the helm, hard a port! starboard I mean!’ The skilful helmsman, when he can see around him, disobeys the first injunction, and intuitively saves the ship by anticipating what was meant, and not what was said; and this originated a favourite saying of the immortal Nelson, ‘Give me the man that knows when to disobey his orders!’

“ ‘One is naturally disposed to ask, Is this destructive system to be tolerated or not? Are life and property to be thus wantonly jeopardized to increase the freight? Hu-

manity moved the British legislature to institute an Act of Parliament, restricting deck-loads during certain periods of the year in a particular navigation; and it is evaded by bringing the officers and passengers into a booby-house upon deck, and the crew, in too many instances, packed away in a hole, more like a dog-kennel than anything else, in the fore-peak, certainly ill calculated for the comfort of human beings or the preservation of their health. Then the object is gained,—all under the deck beams is filled up with cargo, the wretched bark is fearfully overloaded, and if overtaken by a storm, is as fearfully distressed.

“The recklessness of this system (which is increasing) must be seen to be believed. In every port of refuge the proofs of what I have stated are continual. Ships arriving for repairs with bowsprit gone, bows stove! and it is useless in many cases to ask how or where! The partner in suffering is gone, and of course ‘It was all their fault!’ In one instance in particular the helmsman could not see over the deck-house without raising himself on tiptoe, and in another a man at the steering-wheel is continually on the bend, stooping to his work; but here, in one of the present instances, were two of the ship’s boats lashed athwart ship on its roof, bottom upwards! I contrived to find the man who was steering at the time of the accident, and questioned him thus—

“‘How did you manage to run into a ship, you having a fair breeze and he plying to windward?’—‘Why,’ said he, ‘yer honner, d’y’ see, I couldn’t help it. The officer of the watch is obliged to be on the fore-castle in this ’ere ship. He can’t see nothing anywere else. He swears he sung out to me, but I can’t see him and couldn’t hear him—couldn’t hear what it was he was singing out!’

“‘Good heavens!’ I exclaimed, ‘is there nowhere else to stow those boats? I would put them over the side and lash them there.’—‘Ye might throw ’em overboard,’ said he, ‘for any good they be to us, for neither of ’em would swim!’

“This is no exaggeration. Government may make laws, but there is nothing but a

conscientious and proper sense of moral and religious responsibility which can or will establish respect for them; and I regret to add that the same moral feeling seems to be universally scouted.

“This was not a British ship. The flag shall be nameless. The Captain was one of those reckless fast men (too well known) of the modern school. But, ere we criticise the mote in our brother’s eye, let us, as Britons, pluck out the beam which is in our own eye. Our first-class ships are like ‘cities set upon a hill,’ but our smaller fry are, in too many instances, a discredit to all who are concerned in their equipment.

“K. B. MARTIN.

“*Royal Harbour, Ramsgate.*”

#### THE CORK WAIST LIFE-BELT.

IN the 22nd number of this Journal we described these life-belts, with which all the life-boat crews in connexion with the NATIONAL LIFE-BOAT INSTITUTION are provided, and which they are required to wear on every occasion of their going afloat on service in their boats. We then fully described them, and offered our opinion on the requisite properties of life-belts in general, which we are not now about to repeat. We are, however, now able to add some engravings of the above-named belts, which will give a much clearer conception of them than a verbal description can do, and which also clearly exhibit the manner of attaching them to the person.

The engravings are taken from a pamphlet published by Mr. BIRT, the manufacturer of the belts, which contains also certificates as to their merits from twenty-one different parties who have witnessed their use, and bear testimony to their efficiency.

A striking evidence of their value was afforded in January last at Scarborough, when one of the crew of the life-boat at that place, when taking off the crew of a wrecked vessel, in a heavy sea and gale, was thrown from the bow of the boat, over the heads of the other men, into the sea, but who without difficulty regained the life-boat, and was

taken into her; whilst, immediately after, one of the wrecked men, in attempting to get from his vessel into the boat, fell overboard, and sank to rise no more ere he could be grasped by any of the life-boat's crew. In relating this incident, we take the opportunity to *again* urge on shipowners the supply of such belts to the crews of their vessels. Had the unfortunate man, whose fate we have above alluded to, been supplied by his owner with one of these life-belts he might still be living to express his gratitude for the care which had been evinced for him by his employer.

We extract from the pamphlet of the manufacturer the following prefatory remarks and appeal to the owners of vessels:—

“In bringing these life-belts to the notice of the public, and especially to that of the owners and masters of vessels, the manufacturer ventures to solicit attention—

“1stly. To the great saving of life that would accrue if every merchant-vessel, and especially every vessel in the coasting trade, were supplied with a good life-belt for each man of her crew.

“2ndly. To the importance of such life-belts being of an efficient and durable character, and possessed of sufficient buoyancy to support a person, with his ordinary clothes upon him, lightly on the water surface.

“3rdly. He would invite attention to the accompanying certificates and recommendations, in proof of the superior qualities of these life-belts, which have been pronounced by all who have used them to be far better than any others previously in use.

“On the first of the above heads, there can be no shipowner who is not aware of the constant risk to their lives which merchant seamen incur through the stranding or foundering of their vessels. Although many owners have been fortunate enough never to have lost a vessel, yet the almost universal custom of marine insurance testifies that none feel they can calculate on future exemption, and the records of every winter on our coasts illustrate but too truly the wisdom of such forethought. Whilst, however, the owner can secure himself, by insurance, against pecuniary loss, he can only afford security

to the seamen whom he employs by providing them with such means as are available for their protection in the hour of danger. One of the most useful of such means is a life-belt, which, by being secured round a person's body, will enable him, although unable to swim, to float lightly on the water's surface until rescued by assistance from others. It is true that the law does not compel the shipowner to provide such protection to the poor seaman who works his vessel; but should not that circumstance alone give the latter a stronger claim on the voluntary sympathy and good will of his employer?

“On the 2nd head, it will only be necessary to observe that, to support a person, with his clothes on, with his head sufficiently above the water's surface, to give him confidence in his belt, requires a much larger amount of buoyancy than is generally supposed, or than is ordinarily given to life-belts; whilst the importance of strength and durability in such an instrument for the use of seamen will be self-evident.

“On the 3rd head, the annexed testimonials will afford sufficient evidence of the superiority of these life-belts in the above and every other respect. Upwards of 1,000 of them have already been placed in the hands of life-boats' crews around our coasts, chiefly by the NATIONAL LIFE-BOAT INSTITUTION, and they have been universally approved of, and have been instrumental in saving several lives during the short time they have been in existence. Their peculiar characteristics are, great buoyancy, great strength, durability, flexibility, and protection to the body of the wearer from cold and from injury when in the water.

“As regards cost, since, with common care, they would last twenty years; and since the number of men forming the crew of a merchant coasting-vessel is so small, the cost of one for the master and one for each man of the crew could hardly be an object for consideration with any owner who felt an interest in the welfare of the crew employed by him.

“The manufacturer has been content with but a small profit on these belts, as will be evident to any person on inspecting the

quantity and quality of the material and workmanship, hoping that his doing so may give them a more extensive circulation, and that their costliness may be no barrier to their general adoption. The designer of them, Captain WARD, R.N., has also foregone all profit on them, or they could not be made at their present price.

"The annexed sketches, together with a description of these belts, extracted from the *Life-Boat Journal*, will sufficiently explain them.

"On putting one of these belts on, it should be previously tied, as shown in *fig. 1*. It is then put over the head, which is put through the central opening and the arms through the side openings. The waist-strings have then only to be passed round the body and tied in front, and the shoulder-strings pulled tighter, if necessary. The strings should be tied in bows, never in knots."

#### *Explanation of Engravings.*

*Fig. 1* represents a "*Cork Waist Life-belt*" as laid flat on the ground, the cork or outside uppermost, and the shoulder-strings tied ready for slipping over the head.

*Figs. 2 and 3* exhibit a front and back view of a person with the life belt on, showing the manner in which the strings are tied in front, so as to be within the reach of the wearer himself, who can thus readjust them, or take the belt off and on without the aid of another person.

*Fig. 4* shows the belt rolled up, as it might be kept in a convenient place on shipboard, ready for immediate use. In this form it might be thrown as a "*life buoy*" to any person who had fallen overboard at sea. The upper or shoulder-strings should, however, be tied as shown in *fig. 1*, in readiness for slipping over the head, and not as erroneously shown in this figure.

### CORRESPONDENCE.

#### UNSEAWORTHY SHIPS.

*To the Editor of the Life-Boat Journal.*

SIR,

As the saving of life from shipwreck must always be a subject of great interest to the public of this country, by whatever means it may be effected, I beg leave to offer a few observations upon it, which I trust you may deem worthy of a place in your interesting Journal, and thereby facilitate

the spread of those ideas which I would fain hope may yet be taken up by those who shall have the power to act upon them for the benefit of their fellow-men.

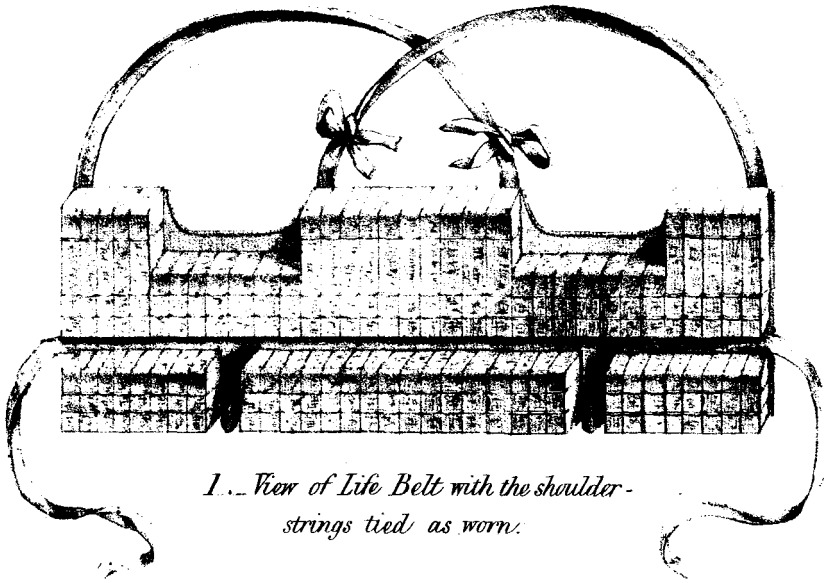
On looking at the Wreck Statistics, it appears that, with the increase of shipping, that of wrecks steadily advances; although from the great exertions of your Institution, and others of a similar philanthropic nature, the loss of lives has not progressed in the same ratio! Now a very natural question arises from this, viz., What is the *cause* of so much property in shipping, and so many lives, being sacrificed annually? I answer in a few words, It is the grossly defective state of *nearly* the whole merchant-service! or, as it may be called, the *unseaworthiness* of ships! and although this fact is well known to the whole of the mercantile and naval community, yet no further steps seem likely to be taken to check it from any quarter.

The reason is obvious, viz., it would affect the *pockets* of too many! at least it is thought so, although I deny the premises.

It is well known that seaworthiness does not merely consist in a vessel being "stout, stanch, and strong," she must also be properly found in *men*, spars, rigging, sails, anchors, and cables, and she must *not be overloaded!* to say nothing of an efficient master and mates.

Now, with the exception of the ships belonging to some of the large steam-companies, and to a few of the large shipowners of London, I doubt if there are twenty merchant-ships sailing under the English flag which possess all the above requisites! The want of *men*, both in quantity and quality, is most notorious, and calls loudest for a change; that of anchors and cables comes next, few if any vessels under 600 or 700 tons having more than two bower-anchors and chains, many of the latter being only 70 fathoms in length; indeed, numberless vessels are not built with more than two *hawseholes!* Next comes the *overloading*, which, with the exception of some light cargoes, such as cotton and wool, is universal, and not only endangers lives (by washing overboard), but also tears a vessel herself to pieces, and causes a greatly-increased length of voyage and bad steerage.

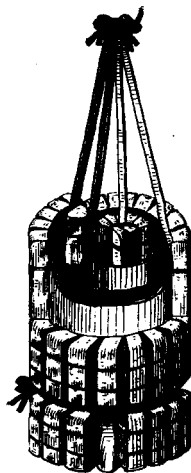
To accompany the "Life Boat Journal."



*1. View of Life Belt with the shoulder-strings tied as worn.*



*2 & 3. Life Belt as worn.  
Front and Back  
view.*



*4. Life Belt rolled-up.*

Sole Maker of these Belts J. BIRT Junr. 5, Wellclose Square, London.

The sails are also but "*few and far between*," and many a ship I have seen broach to in entering a harbour, from her sails being blown away, and her steerage-way thus lost.

The rigging and spars have no fair chance in a constantly-overloaded ship even when good, which is the exception, and hence much loss in that way, and consequent wreck, &c.

The Insurance Companies are now so numerous, that competition obliges them to take little or no notice of all these things; and the self-insuring clubs add still more to the continued inefficiency and unseaworthiness of ships; in fact, marine insurance, it must be said, acts as a bar to all improvement in such matters.

With such a host of defects and drawbacks, the wonder is that a ship can possibly escape being wrecked within a very short period. That it does not happen to hundreds more, is from the mercy of God alone, and not from the means used by man. But if men will do nothing to assist themselves, being so blind that they cannot see it for their benefit, yet it does not follow that they should be allowed to endanger the lives of their fellow-creatures by parsimony and bad management. We have Acts of Parliament affording some protection to the lives of *passengers* on board of ships in certain cases; may it not be reasonably hoped that the lives of *sailors* may yet be deemed by our legislature equally valuable to their country? Reflecting on the facts above stated, I would beg leave to draw the attention of the Committee of the *National Life-Boat Institution* and other public bodies to the importance of impressing upon the Government the great necessity for some stringent measures being enforced regarding the seaworthiness of ships in general, without which we can only look for a continued steady increase of wrecks along with that of shipping, as already proved by statistics.

To effect such a desirable end, I would propose that there should be inspectors at all the ports of any note in this country, who should have the power to grant certificates to all ships of seaworthiness, according to certain rules to be laid down, and the customs to clear ships only on production of such.

Insurance also to be invalid without it, and all masters liable to fine who shall be found minus this document.

Of course the old cry of interference with the rights of the subject would be *sent forth*; but if the lives of the seamen of the merchant-navy of England are ever to be placed in a proper and reasonable state of safety, it *must* be by *Government interference*. It may be that the expense of keeping a ship in a truly seaworthy state would be more than it is according to the present wretched system; yet, as it would be incurred by *all* the ship-owners of this country, freights would necessarily rise in proportion: and the consumer, or the people generally, would pay for the additional safety of the lives of seamen and property.

It may be said, however, that "foreigners will step in at a lower rate and take away our freights;" to which I with confidence reply, that no ship of any country will ever be preferred to an English one which is *in every respect seaworthy, well commanded, and well managed*:—"she will beat the world!"

In the above remarks I have not deemed it necessary to expatiate on the greater safety arising from seaworthiness, as it must be self-evident to all nautical men and those connected with shipping; I shall merely add, that it is my firm belief if ships were always in such a state of efficiency as to keep *at sea*, there would be little need for harbours of refuge on the coasts, of which we hear so much at present, as the winds—seldom blowing dead home on the shores of Great Britain—would in most cases allow of a vessel fetching off on one tack or other.

Allow me again to recommend to the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION the consideration of this important subject, and the propriety of some proposal being made to Government in due time, for I am convinced that, without the interference of the Legislature, lives in great numbers will continue to be lost on our coasts, from the general unseaworthiness of the merchant shipping of this country.

I am, Sir,

Your obedient Servant,

ALIQUIS.



## HAULING-OFF WARPS TO LIFE-BOATS.

To the Editor of the *Life-Boat Journal*.

SIR,

THE Committee of the Southwold Branch of the NATIONAL LIFE-BOAT INSTITUTION have requested me to seek, through the medium of your useful Journal, information as to some plan for rendering more efficient the use of a warp, laid out to sea for the purpose of assisting to launch the life-boat through the shore-surf.

The beach here is steep, probably falling 1 ft. in 10 or 15, and the waves break heavily, there being (except at low water) little broken water 20 fathoms beyond the shoreline.

A warp has been generally stretched from a mast on shore to an anchor at sea. The difficulties in the use of this warp are—that, being *single*, it can only be worked by the crew of the boat, and is then most useless when most wanted, viz., at the time of passing through the surf; that the boat being chiefly used under sail, and going afloat with masts stepped, the rope cannot conveniently be then brought inside the boat; that the anchor laid out is generally lost, becoming buried in shingle; that the stretched warp is inconvenient to the fishermen using drift-nets.

The desideratum is an efficient plan for getting out, at the time when wanted, an anchor and block, attached to a double warp, by which *persons on shore* may haul the boat through the surf; or, should a fixed anchor and block be used, some means to prevent its being buried in the shingle.

Concluding that such plan would be useful to other life-boat stations, the insertion of this, and the favour of replies, through your Journal, would greatly oblige

Your most obedient servant,

WM. C. SIMMONS, Lieut. R.N.,  
Hon. Secretary.

[We shall be glad to receive any information or suggestions on the subject of Lieut. SIMMONS's communication. The employment of a double warp, rove through a swivel-block at the warp-anchor, would doubtless afford increased hauling-off power

if a sufficient number of hands could be always obtainable to man it on the shore. The only objection we have ever heard made to that plan has been by the boatmen themselves, who have stated that they would rather have the hauling-off power left in their own hands, to be used at their own discretion, as the persons on the land might sometimes increase the danger of warping through the surf by not hauling at the most favourable moments.

We are not acquainted with any mode by which an anchor and warp could be carried out at the moment when required for use, except in the cases of Capt. JERNINGHAM's anchor-shot and Mr. OFFORD's grapnel-shot, which are fired, with warp attached, from an ordinary MANBY'S 24-lb. mortar; these could only be made available at places where the mortar-apparatus might be stationed. We fear also that a single shot-anchor or grapnel would be of insufficient weight to haul off so large a boat as that at Southwold. We are, however, without sufficient experience of the use of either of those ingenious implements to speak with certainty respecting them.—EDS. L. B. J.]

#### DANGER OF CLIMBING THE MAST OF AN OPEN BOAT.

In the 10th number of this Journal, we remarked on a boat accident, attended with loss of life, which had then recently occurred, through a person climbing the mast of a small boat, and we strongly urged the rashness and danger of such a proceeding. Knowing, as we then stated, that many fatal accidents occurred from that cause, we thought the subject deserving of especial notice.

It is with much regret that we have now again to relate, as a warning, two similar accidents entailing the melancholy loss of six valuable lives,—lives, at the present moment, of especial value to their country, three of the unfortunate deceased being serjeants in the Royal Artillery; the others, a corporal and two privates of the Guards.

It appears, in the case of the first-named accident, that on the 5th of August last

seven persons, including the three serjeants went in an open boat from Portsmouth to Spithead, for a sail. As related by one of the survivors, light winds drove them between Bembridge and the fleet, when "one of the party ascended the mast, and capsized the boat." The three serjeants, named PEARSON, EDEY, and WAINFORD, were drowned; the four survivors were several hours in the water before rescued, and were then in an exhausted state.

In the case of the second accident, a party of the Brigade of Guards, consisting of an officer, Captain J. B. COULSON, a corporal, and six privates, were sailing in an open boat in Kingstown Bay, Dublin, the wind being light and the sea smooth at the time, when one of the party ascended the mast to reeve the jib halliards, and instantly upset the boat. Fortunately, a steam-tug, *The Isle of Bute*, was passing, with a ship in tow at the time, or probably every person in the boat would have perished. As it was, three were drowned, the remainder being saved by the master and crew of the steamer, and by the crew of a boat which was alongside the ship she had in tow at the time the accident occurred.

We take the opportunity to once more warn all those who are comparatively inexperienced in the manangement of boats, that no more certain expedient can be adopted to upset one than for a person to climb to its masthead. As the small weight of an ordinary steelyard will, when carried to the end of the beam, counterbalance so much greater a weight on the other side of its axis, so the weight of one person raised so high above the centre of gravity as a boat's masthead, is sufficient to counterbalance the whole weight of that part of the boat herself, and of those within her which is below that centre, thus making her "top-heavy," and ensuring her upsetting, unless her largeness of size, or quantity of ballast be sufficient to counteract the weight at her masthead.

Again we repeat the recommendation contained in our former remarks:—"That, excepting in boats of large size, no one should ever be allowed to ascend the mast; and that the general habit should be acquired of *sitting down* rather than *standing*

*up* in a boat, except when the latter position is absolutely necessary."

LOSS OF LIVES FROM SHIPWRECK AT BRIDLINGTON. — Some months ago, at Bridlington, near Hull, during a strong S.E. gale, a small billyboy schooner came ashore south of the harbour of that place. She went into the bay and anchored in the afternoon. She soon dragged her anchors. Being light and small, the seafaring people felt assured that she would come up high and dry; they would not, therefore, take the life-boat out. Late at night, however, the vessel's lights suddenly disappeared, and it was subsequently ascertained that she had foundered with all hands, four in number. The loss of the vessel was attributed solely to her unseaworthiness. She was the schooner *Venus*, of Sandwich, and was quite rotten, having been condemned many years ago. It was believed, judging from the appearance of her remains, that her bows had actually been pulled out by her anchors, causing her, of course, to founder immediately.

A SOLITARY VOYAGER.—The schooner *Happy Return*, which left Sunderland with coals, was sometime since towed into Dundee by the Hull steamer *Queen*, with only one hand (a lad named WILLIAM CHARLTON) on board. It seems that after leaving Sunderland, the schooner had encountered a heavy gale, and lost her main boom; had her sails split, and her bulwarks carried away. Her crew got on board a foreign vessel near the South Bell Light; but for some reason or other not explained, they left the lad on board. After the crew left the boy in the leaky and disabled barque, in a rough and stormy sea, it appears he had pumped her and kept her before the wind until exhausted with his efforts to keep the crazy craft afloat, he went below to bed after securing the wheel, and slept soundly for several hours. He was awoke by the steamer coming alongside. When the schooner was got into Dundee, it was ascertained that she was making  $3\frac{1}{2}$  inches of water an hour.

### THE WRECK REGISTER AND CHART FOR 1856.

IN accordance with the practice which has been observed for some years past in the *Life-Boat Journal*, we give in our current Number a synopsis of the wrecks and casualties which have taken place during the past year on the coasts and in the seas of the British Isles, accompanied by an engraved coloured chart, distinguishing the site of each casualty. The Register has been presented to Parliament by the Board of Trade, and a more complete and interesting document has never been published.

In the year 1850 the first Wreck Register in this country was published. It was compiled, we believe, at the suggestion of Captain WASHINGTON, R.N., the present Hydrographer of the Admiralty. The startling facts which the Register has in each successive year since disclosed, have awakened general attention, have several times been discussed in both Houses of Parliament, and have resulted in the establishment on our coasts of a system of life-boats for the preservation of the lives of unfortunate shipwrecked individuals, that has never had a parallel in this or in any other country. In this philanthropic work, in which the ROYAL NATIONAL LIFE-BOAT INSTITUTION has taken so prominent a part, much remains still to be done; and, if we expound correctly the views of the Committee of Management of that Institution, we believe that it is their fixed determination, if aided by the support of the public, to leave no exposed point on our dangerous coast unprotected with an efficient life-boat establishment.

The following list gives some details of the work of destruction during the past five years:—

Wrecks and Casualties in	Wrecks.	Collisions.	Total.	Total Lives Lost.
1852	958	57	1,015	820
" 1853	759	73	832	989
" 1854	893	94	987	1,549
" 1855	894	247	1,141	469
" 1856	837	316	1,153	521
Total	4,341	787	5,128	4,348

Who can contemplate these lamentable details without seeing the great necessity

for continued exertion and precautionary measures in respect to the preservation of life and property? The same, too, must be pursued with untiring energy, until the average loss of life and property is reduced to the minimum attainable by human skill.

The number of casualties in each month of 1856 are thus given in the Register for that year:—

	Vessels.
January	149
February	154
March	96
April	74
May	57
June	32
July	48
August	51
September	99
October	99
November	129
December	166
Total	1,153

Representing 229,936 tons, and employing 10,014 hands, of whom 521 perished.

These disasters are again thus classified:—

	Vessels.
Sailing-ships over Sea	546
Coasting-ships not Colliers	432
Colliers	139
Steam-ships	84

Those vessels are again classified so as to distinguish their cargoes, that is—

	Vessels.
In Ballast, not Colliers	108
Coal laden	314
Colliers in Ballast	79
Cotton	12
Fishing Smacks	10
Fish or Oil	19
Grain and Provisions	115
General Cargo	139
Iron and other Ores	83
Manure and Kelp	26
Passengers	11
Potatoes or Fruit	15
Salt	40
Sugar, Coffee, Spices, Tea, Molasses	19
Stone, Slate, Lime, or Bricks	46

We arrive at the conclusion from these facts that our coasting trade, and our coal trade in particular, is the most dangerous, and yields one-third of the whole losses or collisions. Indeed it is useless to disguise the fact, that some of our coasting vessels are a disgrace to us as a nation. Only a few months ago a small schooner from Sandwich, while riding off Bridlington,

was so rotten, that her anchor pulled out her bows, causing her, of course, instantly to sink, and her unfortunate crew of 4 hands to perish. And again, on the 8th May last, a small schooner known to be unseaworthy (as we are informed), went to pieces off Aberdovey, on the coast of Wales, before there was time for any aid to reach the crew. May we not presume that rigid inquiry would discover many other similar cases amongst the numerous details in the Register; even in addition to the large number stated to have been abandoned or to have foundered from unseaworthiness? Surely a remedy might be found for such a disgraceful state of things.

An analysis of the tonnage of the wrecks on our shores during the past year further tends to prove our statement. It is as follows:—

	Vessels.
Vessels under 50 Tons	145
51 and under 100	338
101 „ 300	472
301 „ 600	137
601 „ 900	34
901 „ 1,200	15
1,200 and upwards	12

The exact site of each disaster is given in the Register; and to prevent the possibility of error on this point, the Wreck Chart which accompanies it, clearly and distinctly points out the locality of the wreck. What a tale of woe and misery this death-chart brings to light! Who can think of it without feeling a desire, by every means in his power, to lessen the causes of those black dots on it? The following is the summary:—

	Vessels.
East Coast—Dungeness to Pentland Frith	506
West Coast—Land's End to Greenock	307
South Coast—Land's End to Dungeness	119
Irish Coast	155
Scilly Islands	12
Lundy Island	11
Isle of Man	5
Northern Isles, Orkney, &c., &c.	38

We believe, that after this additional evidence, a proposition will be submitted to Parliament in the early part of next session, to build a harbour of refuge on the north-east coast of Scotland; another on the north-east coast of England; and a third on the west coast of England.

The return distinguishes the force of the wind at the time of each disaster, which is instructive so far as it proves that it is not the storm or the hurricane that destroys the largest number of vessels; and that more danger is to be dreaded from the carelessness, neglect, or incompetence of man than from the act of God.

The following table gives a list of the wrecks and casualties, excluding collisions, which have involved total loss, distinguishing the cause of loss:—Stress of weather, 148; abandoned from unseaworthiness, 17; foundered from unseaworthiness, 37; want of lights or buoys on coasts or shoals, 10; mistaking lights or bearings, 10; fog or current, 38; defective compasses, 5; defective charts, 3; error in course of reckoning, 6; error in judgment, 12; ignorance of coast, 3; errors of pilots, 7; want of pilot 3; neglect of the lead, 21; want of caution, 11; intemperance, 2; general negligence, 9; missing stays, 10; striking on sunken wreck, 1; burned, 4; capsized or sunk, 4; cause unknown, 7;—total, 368.

Thus we find that no less than 220 ships were totally lost or stranded in 1856 from errors, unseamanship or drunkenness, or other preventible causes, in addition to those from stress of weather. The lives lost from these disasters is not given; but the widows and the orphans of some of these unfortunate crews in our seaports are too numerous to elude our observation. If one out of every nine ships is lost from inefficiency, whose duty should it be to see that crews are fully equal to their duties? We have often contended that every English ship, before leaving port, should be submitted to inspection, in order that it might be certified that the ship is fully manned—and that means both simple and efficacious exist on board for the safety of the crew and passengers.

When considering the above details, is it not a matter for serious reflection that there should have been

	Vessels.
Abandoned from unseaworthiness	17
Foundered from unseaworthiness	37

Those 54 vessels, lost from unseaworthiness, form 5 per cent. of the whole casualties, or

17½ per cent. of total losses. Whole crews are frequently sent to prison in this enlightened country for refusing to go to sea in unseaworthy ships, and now it is made clear that out of 368 vessels totally lost in 1856, no less than 54 are officially affirmed, on inquiry, to be unseaworthy. But this is not the whole truth; we must add the vessels improperly found to that list, and there we see a little more of the mischief:—

	Vessels.
Totally lost or stranded from defective compasses - - - -	14
Ditto from defective charts - -	5
Ditto from improper stowage of anchor - - - -	1
Ditto from combustion of steam-coal under hatches, want of proper ventilators - - - -	10
Ditto through leakage - - - -	87
	117

A ship will leak at sea from straining, but the large number of 87 vessels in one year on our coasts seems too great a per centage for such a casualty. A ship sent to sea with defective compasses or charts, and lost from that cause, ought to be classed under the head of unseaworthy.

If all vessels were inspected by competent authorities before sailing, we suspect that the condemnation of existing vessels and equipment would be wholesale. We judge so from various reasons. In 1850, the British tonnage was 4,232,962 tons; we learn that the ships and steamers broken up in that year were 129, registering 5,766 tons. The vessels wrecked in 1850 were 692, of 127,188 tons. But the new vessels registered were 689, of 133,695 tons, to which might be added the vessels built and sold to foreigners. The deaths from old age and infirmities were only 129, out of 33,672. In December, 1855, the number of ships registered in the United Kingdom, from the Board of Trade return, was 25,115, of 4,286,908 tons; and the ships lost or damaged during the year ending 31st December, 1856, were 884, of 151,470 tons, being 3·5 per cent. of loss. Foreign vessels are here excluded; so that we are still left in the dark as to the vessels broken up relatively to aggregate tonnage and losses. From *Lloyd's Register of Wrecks*, we gather

that 1,959 vessels were lost in 1856; this includes ships to distant ports not given in the Government return. Old vessels are made to do duty till they founder at sea. When a vessel is fit for nothing else, she is put in the timber trade, and the fearful accounts we read of water-logged ships follows as a necessary sequel.

We thus, from the preceding consideration, of defined causes, can come to no other rational conclusion than that more ships are wrecked from oversight, ignorance, neglect, and spurious economy, than from the dangers of the sea. Did we require more convincing demonstration of this attestation, we have but to refer to the table which gives the force of the wind, and, as we have before remarked, this is a highly instructive part of the paper before us, thus—

	Casualties.
Dead calm - - - - -	19
Light air, and slight steerage-way - -	22
Light breezes of 1 to 2 knots - -	58
Gentle breeze of 3 to 4 knots - -	49
Moderate breeze of 5 to 6 knots - -	98
Fresh breeze with royals - - -	154
Strong breeze; single reef and top-gallant sails - - - -	140
Moderate gale; double reefs and jib	101
Fresh gale; triple reefs - - -	60
Strong gale; close reefs and courses	184
Whole gale; close reefed main-topsail and reefed foresail - - - -	147
Storm; under storm staysail - - -	77
Hurricane; bare poles - - - -	44
	1,153

This proves our statement, for out of 1,153 ships only 268 were lost in a whole gale, storm, or hurricane, and only 121 by the conjoint agency of the two latter. We now approach the most lamentable feature in these returns. Of the number of lives more or less imperilled, we find them set down as 2,764, of whom 521 were drowned. Those saved by the mercy of God and the help of man, were thus rescued:—

	Persons.
By Life-boats of the Royal National Life-boat Institution, and Local Bodies - - - - -	362
By luggers, coast-guard boats, small craft, and ships' own boats - -	1,184
By ships and steam-vessels - -	407
From shore by ropes, rockets, mortar apparatus, &c. - - - -	262
Individual exertion of a meritorious character - - - - -	28

These facts clearly illustrate that great exertions are constantly being made by our life-boat crews, boatmen, and fishermen, on the coast to save life from shipwreck, 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. And surely an Institution like that of the NATIONAL LIFE-BOAT SOCIETY—whose life-boats have been the means, during the past twelve months, of snatching 129 of our fellow-creatures from a watery grave, and which, during the same period, has granted rewards for rescuing 473 persons from shipwrecks—has only to make its claims extensively known to be fully appreciated and liberally responded to by the affluent and humane throughout the land.

We thus appeal on behalf of the cause of humanity—but we ought not to be required to appeal to shipowners and underwriters, to see that their ships are properly manned and furnished—for we believe that it is their best interest which is consulted in attending to that manifest duty.

#### MEETINGS OF THE COMMITTEE.

Thursday, 2nd April, 1857. His Grace the PRESIDENT 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 G. W. ALEXANDER, Esq., of 41 Lombard-street, of the 16th March, stating his intention to solicit contributions in aid of the funds of the Institution.—To be thanked.

Read letter from the Rev. Dr. PATERSON, of Glasgow, of the 10th March, calling attention to his plan of life-boat.—To be acknowledged.

Read letter from Mr. CHARLES GURR, shipwright in Her Majesty's Dockyard, Portsmouth, of the 18th March, requesting the acceptance, by the Institution, of his model life-boat.—To be accepted with thanks. (The model is the result of much ingenuity.)

Reported that the *Journal of the Society*

of Arts for March 13th, had inserted an account with a drawing of the life-boat of the Institution.

Produced a copy of the Universal Code of Instructions issued by the Board of Trade, for using the Mortar and Rocket Apparatus. [These instructions, with drawings, were printed in the last number of the *Life-Boat Journal*, p. 79.]

Reported that the Padstow life-boat, manned by 7 men, had rescued the crew of 4 men of the schooner *Herbédine*, of Teignmouth, which was wrecked off Padstow during a heavy gale of wind from W.N.W., on the 14th March last. The boat was reported to have behaved very well on the occasion. The crew had received from the property saved, salvage for their services.

Paid 162*l.* 18*s.* 10*d.* for sundry charges on life-boats, life-boat carriages, and life-boat houses. Also 86*l.* 7*s.* for the Eastbourne life-boat house.

Voted the thanks of the Institution, inscribed on vellum, to Inspecting-Lieut. HIP-PISLEY, R.N., of Her Majesty's Coast-guard, Dungeness; also the same and one sovereign, to Mr. ARTHUR BROOKS, chief boatman, and 7*l.* to 13 other Coast-guard men, in testimony of their meritorious services in wading into the surf at considerable danger, to the rescue of 7 of the crew of the French schooner *Albertine*, which was wrecked off Dungeness Light on the 10th Jan. last. (Mr. BROOKS received the silver medal of the Society in Feb. 1853, for gallant services rendered by him to the crew of the Dutch vessel *Louise Emelie*, wrecked off Dungeness.)

Voted 5*l.* 10*s.* to the crew of the Rhyl tubular life-boat, for putting off with the intention of rendering assistance to the ship *Marian*, of Liverpool, which was observed to have a signal of distress flying off Rhyl, on the 25th Jan. last.

Also the silver medal and 2*l.* to HENRY HOUGHTON, joiner, of West Hartlepool, in acknowledgment of his services in wading, at the risk of his life, into the surf, to the rescue of 7 out of 8 of the crew of the brig *Era*, of Rochester, which was wrecked during a strong N.E. gale of wind off Hartlepool on the 4th Jan. last.

Also the silver medal to MONS. PIERRE

PICARD, master of the fishing-smack *Victoire Desirée* of Honfleur, and 12*l.* to be divided between himself and his crew of 5 hands, in acknowledgment of their gallant services in rescuing 3 men from the smack *Dart*, of Lyme Regis, which had foundered in stormy weather in Portland Race, on the 8th March last. The crew of the Frenchman had incurred considerable risk of life, and had displayed much promptitude, in the performance of this service.

Also 7*l.* to the crew of 14 men of the Newbiggin life-boat, for putting off in her and rescuing, during a gale of wind, the crew of 3 men from a coble, of Berwick, which, during a gale of wind was observed to be in a sinking state off Newbiggin, on the 13th March last.

Also 14*l.* to the crew of the Berwick life-boat, for putting off in her and rescuing the crew of 5 men of the *Heinrich Gerdes*, of Rostock, which, during a gale of wind, was stranded on Spittal Point, on the night of the 22nd March last. One of the life-boat's crew was, by a huge wave, washed overboard, but was immediately saved by means of the life-boat's life buoy.

Also 8*l.* to the crew of the Seaton life-boat, for putting off in her with the view of rendering assistance to the crew of the brig *Empress*, of Sunderland, which, during a strong gale and heavy sea, was wrecked on the Long Scar Rocks, on the 4th Jan. last. After two gallant and persevering attempts to reach the wreck, the life-boat was compelled to return ashore. This life-boat, which belonged to a local Society, was thirty years old. The NATIONAL LIFE-BOAT INSTITUTION has since placed a new life-boat on this station.

Also a reward of 5*l.* 5*s.* to the crew of two boats, for putting off, amidst some danger, to the rescue of 3 men whose boat had foundered off Arklow, on the 16th March last.

Also the thanks of the Institution, inscribed on vellum, to JOHN LISCOMBE, commissioned boatman of the Coast-guard at Sunderland, for his services in assisting to rescue, by means of the rocket apparatus, the crew of 8 men of the brig *Medina*, of Cowes, which was wrecked off Sunderland, on the night of the 21st March.

Also a reward of 6*l.* to 3 fishermen, who

had put off in their coble, at great danger, to the rescue of 4 men of the schooner *Mary*, of Sunderland, which was wrecked off Whitby, during stormy weather, on the night of the 20th March last.

Thursday, 7th May. 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 His Grace the President, of the 20th April, transmitting a communication from the Hon. HENRY PARNELL, respecting his plan of shore and ships' life-boats.—To be acknowledged.

Read letter from T. B. SMITHIES, Esq., of No. 3 Cambridge Terrace, Islington, of the 6th April, stating the pleasure it had given him to notice the objects of the Institution in his periodical called the *British Workman*, No. 27.—To be thanked.

Ordered a cheque for 500*l.* to be paid to Messrs. FORRETT, for various life-boats built by them for the Institution.

Read and approved the Inspector's Report of his visit to the life-boats of the Society stationed on the west and south coast of England.

Resolved—

1. That a small life-boat, 28 feet long, be built and stationed at Braunton, Appledore.
2. That a small carriage be provided for the life-boat at Appledore.
3. That a roadway be made from Appledore boat-house to the beach.

The Inspector of life-boats produced a hand compass binnacle lantern.—Referred the same to a Sub-Committee, with instructions to obtain the best information on the subject, and to place themselves in communication with the head of the Compass Department of the Admiralty.

Read and approved the Report of the Sub-Committee, appointed to consider the best manner of circulating throughout our Colonies and in foreign countries, a description of the plan of life-boat adopted by this Institution.—Laid on the table a lithographic coloured working drawing of the life-boat.

The Committee sanctioned that drawings

of four of the most approved life-boat carriages be made and circulated with the life-boat drawing.

Read letter from Mr. W. WILLIAMS, of Vine Cottage, Milford, of the 6th April, relative to his plan of life-boat.—To be acknowledged.

Read letter from R. B. FORBES, Esq., Chairman of the Massachusetts Shipwreck and Humane Society, of the 14th April, stating that he would be glad to have twelve of Captain WARD's cork life-belts, and that he wished to import one of Manby's mortar apparatus with some gear.—Decided that the life-belts be forwarded to Mr. FORBES, and that the Board of Ordnance be requested to supply the mortar and gear.

Read letter from Captain R. J. OTWAY, R.N., of Cheltenham, of the 15th April, stating, that having been twice shipwrecked, he naturally felt much for those who were likely to suffer in the same way; he had therefore decided to pay an Annual Subscription of 5*l.* in aid of the funds of the Institution.—To be thanked.

Reported the receipt of 1*s.* 6*d.* in postage stamps, from an unknown friend, who stated that the same were "Cecil's savings for the poor sailors."

Also reported that the late Mrs. JANE DAVIES, of Aikin's Road, Clapham, had left the Institution a legacy of 100*l.*

Read letter from Lieut STEWART, R.N., chief officer of the Coast-guard at Hornsea, of the 1st April, stating that the *B. Wood* life-boat, recently sent by the Institution to that station, had been tried, and that the trial had given her crew much satisfaction.

Produced the March quarterly returns of the exercise of forty-seven life-boats in connection with the Institution. The life-boats were reported to be in an efficient state, and their trials to have been satisfactory.

Read letter from Captain MARTIN of the Royal Harbour, Ramsgate, of the 30th April, stating the services rendered by the Ramsgate Harbour steam-tug and life-boat, in conjunction with other boats, to the Norwegian brig *Redwig Amalei*, which was found dismasted on the Longsand, on the 28th idem. The vessel being timber laden, was ultimately got off.—To be thanked.

Read letter from A. BARTLEMAN, Esq., of Tynemouth, of the 29th April, stating that the Cullercoats life-boat had put off on the 2nd idem, during a strong gale of wind, to assist two fishing cobles over the bar. The life-boat shipped several heavy seas, and freed herself of the same immediately. She was reported by her crew to have behaved very well on the occasion.

Paid 188*l.* 3*s.* 1*d.* for sundry charges on life-boats, life-boat carriages, and life-boat houses.

Paid also 52*l.* 17*s.* 6*d.* for the Padstow life-boat carriage.

Voted the silver medal of the Institution to PETER CORBET, pilot, in testimony of the intrepid and skilful manner with which he piloted, during a heavy gale of wind, Her Majesty's Revenue Cruizer *Eagle*, amongst the Totnez Rocks, on the Guernsey Coast, thereby enabling the *Eagle's* boat to rescue 3 of the crew of the barque *Boadicea* of Shields, which was wrecked on those rocks on the 5th Jan. last.

Also a reward of 6*l.* to the crew of the Cemlyn life-boat, who had put off with the view of rendering assistance to the barque *Ellen Oliver*, of Liverpool, which, during a dense fog, had gone on the north-east point of Skerries Rocks on the 5th April last. The vessel was afterwards got off and taken in tow of a steam-tug in the direction of Liverpool. The compass lantern, on the plan of Captain WARD, R.N., had been of essential service on the occasion, in enabling the life-boat to make the shore. Other boats having left the wreck at the same time were out many hours and in much danger.

Also 6*l.* to 3 men for their laudable services in rescuing 2 of the crew of the smack *Ann*, of Amlwch, which was wrecked during a heavy gale of wind, near Voryd Telegraph Station, Rhyl, on the 3rd Jan. last. The men had been engaged in the service the whole of the night, and had incurred considerable risk in the performance of the same.

Also 7*l.* 17*s.* to the crew of the Newbiggin life-boat, for putting off in her, and rescuing the crew, consisting of 6 men of the brig *Catherine*, of Ipswich, which came ashore near Blyth on the 7th April. The



life-boat was reported to have behaved very well on the occasion.

Also 2*l.* to WILLIAM E. CHURCH, coast-guardman, of Malin Head, Donegal, and 4*l.* to 4 fishermen who put off in a boat and rescued, at much risk of life, 2 men who had been capsized from their boat during squally weather near that station on the 13th Jan.

Also 2*l.* to JOHN McLAUGHLIN, and 10*s.* to PATRICK RODDEN, for wading into the surf and rescuing a man who had been capsized from his boat near Port Redford, County Donegal, on the 14th Feb. last. McLAUGHLIN had incurred much risk of life in the service.

Also 4*l.* 10*s.* to 9 men for wading into the surf, and rescuing 5 men who had been capsized from their boat off Great Yarmouth on the 10th March.

Also the silver medal and 2*l.* each to JAMES PEARSE, THOMAS PEARSE, JOHN JONES, pilots, and GEORGE CLARK, seaman, in acknowledgment of their gallant services in putting off in a boat and rescuing 3 out of 4 men of the crew of the schooner *Trevanance*, of St. Agnes, which was wrecked, during an easterly gale, off Porthcawl, on the 29th March. After striking, the vessel almost immediately sank, when the crew, 4 in number, took to the mast head, where they remained for several hours before they were even seen from the land. When the boat's crew were within half a mile of the wreck, they found that they could not approach her, owing to the heavy sea that was breaking over the sands. At last, when quite dark, and seeing that unless they then made the attempt, an hour or less would seal the poor creatures' fate, as the tide was close up to them, the boat dashed into the surf and took the shipwrecked men, now reduced to three, from their most perilous position on the cross-tree, to which they had clung for sixteen hours.

Also 1*l.* to 2 men who had put off in a boat and rescued, at some danger, two persons who had been capsized from a small boat, between Shields and Sunderland, on the 14th April last.

Thursday, 4th June. His Grace the PRESIDENT 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 THOMAS CHAPMAN, Esq., F.R.S., EDWARD HURRY, Esq., and Capt. WASHINGTON, R.N., F.R.S., Hydrographer of the Admiralty, Vice-Presidents of the Institution, in acknowledgment of their zealous and valuable services to the Society.

Read letter from the Rev. JOHN LAWSON, Hon. Sec. of the Seaton Carew life-boat branch, of the 17th May, stating that the Seaton Carew new life-boat had arrived at her station. She had recently been tried, and he was happy to say that her crew had taken wonderfully to the new life-boat, and had already full confidence in her qualities.

Read the Inspector's report of his recent visit to the Seaton Carew and Hornsea life-boat stations.

Resolved—That the Seaton Carew life-boat house be altered and repaired, and that the road along the northern boundary be widened.

Read letter from Dr. MARSHALL HALL, of 37 King's Road, Brighton, of 3rd May, relative to his method for treating the apparently drowned.—To be thanked. (This distinguished and philanthropic physician has since died.)

Read Messrs. FORRETT's monthly report of the state and progress of the life-boats building by them for the Institution.

Read letter from Mr. H. DENNETT, of Carisbrook, Isle of Wight, of the 2nd inst., stating the satisfaction of the Danish Government with Capt. WARD's cork life-belts.

Read letter from E. W. COOKE, Esq., A.R.A., of the 28th May, stating that as he felt much interest in the objects of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, he meant to exert all his powers for its benefit by appealing to the sympathies of the public through the medium of his pictures. He added that he would not relax his efforts on behalf of the Society until he could place a life-boat to be called the *Edward Cooke* on some thankful station.—To be thanked.

Read letter from Mr. WILLIAM LESLIE, of Souris, Prince Edward's Island, of the 7th May, calling attention to his plan of life-boat.—To be acknowledged.

Paid 93*l.* 6*s.* 11*d.* for sundry charges on life-boats and life-boat houses.

Also 64*l.* 12*s.* for the Rhyl life-boat carriage, and 50*l.* in aid of the cost of the Appledore life-boat house.

Voted 6*l.* to the crew of 12 men of the Thorpness life-boat, for putting off during stormy weather and rescuing 3 men, whose fishing-boat was in a dangerous position near Sizewell Bank, on the 9th May last. The assistance of the life-boat was most opportune, as the fishermen had despaired of succour reaching them.

Voted 30*l.* to the crew of 25 men and some floaters of a Lowestoft yawl, for putting off in her and rescuing, at considerable risk of life, the crew of 14 men of the barque *Morgiana*, of Sunderland, which was wrecked on the Holm Sand early on the morning of the 10th May. The master of the vessel stated that his ship had been lost through the defective state of his compass.

Also a reward of 6*l.* to 2 men for putting off in a boat, and rescuing, at the imminent risk of their lives, 3 out of 4 persons from a yawl that had capsized in Kenmare Bay on the 8th Dec. last.

Also the silver medal and 2*l.* to JOHN AIKIN, commissioned boatman of Coast-guard at Cushendall, for saving the life of a farmer named O'NEAL, who had been tripped over a mooring chain into the sea. AIKIN had plunged into the sea after him, and seizing a mooring chain, carried himself over it to the place where the man had sunk. Upon his coming to the surface, AIKIN seized him with one hand, and suspended himself by the other from the chain for at least five minutes. From the dragging he received, AIKIN had his arm dislocated, and his hand severely hurt.

Thursday, 2nd July. 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 also and approved the Minutes of the Life-Boat Compass Sub-Committee.

Resolved—

1. That the thanks of the General Committee be given to the Life-Boat Compass Sub-Committee for their Report.

2. That the three compasses be sent to Walmer on trial.

Read letter from His Grace the President, of the 10th June, transmitting a copy of Mr. HENRY GREATHEAD's pamphlet on his plan of life-boat, published in 1802. Also one from Dr. JOHNSTON, on the plan adopted for restoring the apparently drowned in the latter end of the last century. His Grace also forwarded a letter addressed to his late father in 1802, by a gentleman named WILLIAM WARRE, of Oporto, thanking the then Duke of Northumberland for a life-boat on Mr. GREATHEAD's plan which his Grace had presented to that port.

His Grace also forwarded, at the same time, a communication from the Shipwreck Society at Boulogne, requesting to be furnished with a drawing of the life-boat of the Institution.

Decided.—That his Grace be thanked for the pamphlets, and that a drawing of the life-boat be forwarded to the Boulogne Society as soon as ready.

Reported that new life-boats belonging to the Institution had recently been forwarded to the following stations—Seaton Carew, Durham; Penmon, Anglesey; Braunton, Devon; and Arklow, Ireland.

The Committee voted their thanks to the General Steam Navigation Company, for kindly conveying, free of charge, the life-boat formerly at Hauxley from Hull to London to be altered.

Read letter from WILLIAM M<sup>c</sup>KERRELL, Esq., of the 5th June, forwarding a cheque for 180*l.* towards the cost of the life-boat which the Institution had just placed at Seaton Carew.—Decided that the sincere thanks of the Committee be given to Mr. M<sup>c</sup>KERRELL, for his munificent contribution.

Authorized the construction of a life-boat house at Wicklow, at a cost not exceeding 97*l.*

Read letter from the Hon. Secretary to the Aberdovey Branch, of the 6th June, stating that on the morning of the 8th May, a vessel having struck on the rocks, immediately went to pieces, being as rotten and unseaworthy as she could be; and adding, that no opportunity was afforded for anything to be done by the Aberdovey life-boat towards rescuing her crew, as not a vestige of the vessel was to be seen in half an hour after she had struck. Three out of four of her crew perished, the master having saved his life by swimming ashore.

Read letter from the Shipwrecked Fishermen and Mariners' Society of the 18th June, transmitting a circular relating to the Society's proposition for the erection of a hospital for worn-out seamen. The Society had, at its general Meeting, held on the 29th May, decided to vote 5,000*l.* towards the object.

A Meeting on the said subject has since been convened by the Lord Mayor, and held at the Egyptian Hall, Mansion House, when it was decided by acclamation, that the proposition of the Shipwrecked Fishermen and Mariners' Society should be carried into effect.

The Committee voted their thanks to the Editor of the *United Service Magazine* for his kind promise of co-operation, by giving publicity in his Magazine to the proceedings of the Institution.

Read letter from Inspecting Lieutenant HIPPLISLEY, R.N., of the Dungeness Coast-guard District, of the 26th June, stating that the life-boat recently sent to Dungeness had been tried in a heavy gale from E. to E.N.E., and in a heavy surf; she behaved most admirably. The boat filled in launching, and cleared herself of the sea readily. She pulled off well, but on rounding the Black Buoy, she shipped a heavy sea on her broadside, when she again cleared herself to the satisfaction of all.

The Committee learned with regret the death of Miss ANNA GURNEY, of Northrepps, Norfolk, a liberal subscriber to this Institution, and who had taken considerable interest in inventions for saving life from shipwreck. She was herself the inventor of a hand-mortar apparatus for throwing a line

from a boat to a wreck. She had always kept the Manby Mortar Apparatus in her house, and had a man in her employ instructed in its management.

Voted a reward of 2*l.* to 4 men who put off in a boat, and rescued a Coast-guard man and a boy who had been capsized from their boat at the entrance of Kilrush Creek on the 27th May last.

Also the thanks of the Committee to Mr. GEORGE STARK, Assistant Harbour Master at Leith, and 6 men, for putting off in a steam-tug and assisting to rescue 4 out of 6 men who had been capsized from the Customs' boat off that place, on the night of the 30th May last.

#### BRITISH AND FOREIGN REWARDS FOR SAVING LIFE.

ON the 6th of December last, the *E. Z.*, of New York, fell in with the British vessel *John Garrow*, when in the act of sinking. The master, his wife, child, and twenty-six members of the crew, were safely taken off at great personal risk, and afterwards landed at New York. For the humane and generous treatment displayed by Captain HODGES, of the *E. Z.*, to British seamen in distress, the Board of Trade have been pleased to direct that a telescope, bearing a suitable inscription, should be presented to him, on the part of Her Majesty's Government.

By a despatch addressed to the Secretary of the Board of Trade by Her Majesty's Consul at New York, it appears that on the 6th January last, the wreck of the British barque *Thetis*, of London, BOYLE, master, from Honduras, was seen by Mr. SAMUEL A. WEBSTER, master of the *Hamilton*, of Salem, in lat. 31° 12' N., long. 62° 30' W., waterlogged; some of the crew were on a small part of the poop-deck, and others in the fore-top. In consequence of the boisterous state of the weather, no assistance could then be rendered, and the *Hamilton* reefed her topsails and lay-to for the night. At daylight the *Thetis* had disappeared, but that day and the following Captain WEBSTER wore-ship several times, and kept in the

neighbourhood of the wreck, with which he again fell in on the 8th, but, from the gale still continuing, could not render any assistance. On the morning of the 9th, the wreck had again disappeared, and she was not discovered until 8 p.m., when, although quite dark, the *Hamilton* hoisted out her largest boat, but which was so injured that it was obliged to return. After again lying-to for the night, and repairing the boat, on the morning of the 10th January the *Hamilton* stood towards the wreck, and succeeded in making a line fast to the mizen-mast, by which means the survivors, 16 in number (3 having been drowned and 4 died from starvation), were transferred to the vessel, and provisions, clothing, &c., so far as means would permit, were supplied to them. The following day the gale had so increased that the wreck must have then been completely destroyed. On the 6th February the crew of the *Thetis* were landed at New York, and were received by Her Britannic Majesty's Consul.

In consequence of the representation of the above facts, the Lords of the Committee of Privy Council for Trade have been pleased to direct that a gold chronometer be presented to Captain WEBSTER for his energetic and unceasing efforts to save the shipwrecked crew from peril so imminent; and for his humane and generous treatment; to the owners of the *Hamilton*, the sum of 179 dollars for subsistence of the same; to the two mates, the sum of 5*l.* each; and to the crew, the sum of 2*l.* each, in consideration of the reduced allowance in their provisions.

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

CAHORE, IRELAND.—A branch of the National Life-boat Institution has been founded at Cahore, on the coast of Wexford, Ireland. The Blackwater Bank, extending for many miles along this part of the coast, has been from time immemorial a source of great danger to shipping, and seldom a year passes that several wrecks do not take place on it. Through the exertions of gentlemen in the

neighbourhood of Cahore, headed by John George, Esq., late M.P. for the county of Wexford (whose indefatigable exertions in this humane cause have most materially contributed to the success of the undertaking), and with the co-operation and liberal aid of the National Life-boat Institution, a first-class life-boat, on Mr. Peake's design, 30 feet in length, fully equipped, and furnished with a carriage, has been provided and stationed at Cahore, where a substantial boat-house has been erected for its reception. On undergoing her harbour trial previous to leaving the builders' yard, in London, it was shown that, besides possessing great stability and the power of almost instantaneously self-discharging any water that might be shipped, she would also self-right, in the event of being upset, even with her masts up and sails hoisted and sheeted home.

This life-boat was liberally conveyed, without charge, from London to Dublin, by the British and Irish Steam Packet Company, and from Dublin to Cahore by the proprietors of the steamers trading between Wexford and Dublin.

YOUGHAL, IRELAND.—A first-class life-boat, on Mr. Peake's design, similar in all respects to that above described, has been stationed at Youghal, in the county of Cork, being another of a series of life-boats which the National Life-boat Institution, aided by the residents in the several localities, is placing on the coast of Ireland. His Grace the Duke of Devonshire, who is one of the principal landowners in the town and neighbourhood of Youghal, is one of the chief contributors to the cost of this establishment.

An excellent boat-house has been built, and a carriage, furnished with Boydell's self-acting endless railway, has been provided for conveying the boat along the soft beach of the locality. A branch of the Institution, with its usual local Committee of Management, has been formed at Youghal to superintend and ensure its future efficiency.

This life-boat was liberally conveyed from London to Cork, without charge, by the Cork River Steamer Company.

# ROYAL NATIONAL LIFE-BOAT INSTITUTION,

## For the Preservation of Life from Shipwreck.

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

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HER MOST GRACIOUS MAJESTY THE QUEEN.

### PRESIDENT.

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

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**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.
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